




General Plan • City of Riverside, California



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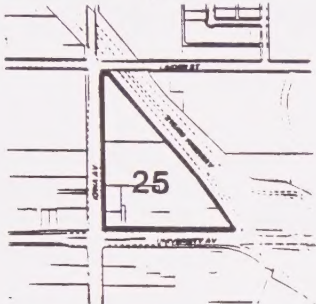
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CHANGES TO THE GENERAL PLAN LAND USE DIAGRAM EXHIBIT 43

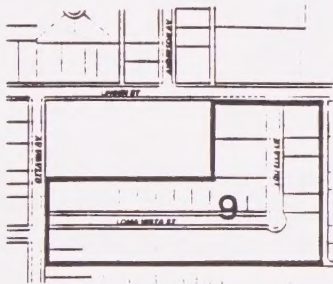
EFFECTIVE: June 23, 1995

ERRATA

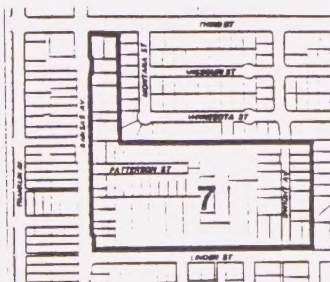
1. Northeast corner Iowa and University Avenues, should be designated as Mixed Use Office (25) not Retail Business and Office (10).



2. 1770 and 1790 Linden Avenue, all of Lou Ella Lane and Loma Vista Street between Ottawa Avenue and Lou Ella Lane, should be designated as High Density Residential (9) not Medium Density Residential (7).



3. Linden Avenue between Kansas Avenue and through 1905 Linden Avenue, 3403 through 3470 Dwight Avenue, all of Patterson Street, 3312 through 3490 Kansas Avenue and 2076 to 2078 Third Street should be designated as Medium Density Residential (7) not High Density Residential (9).

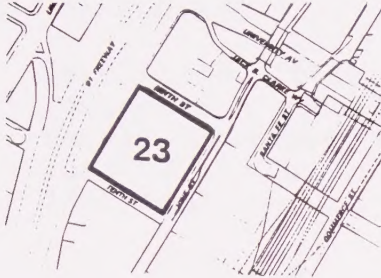


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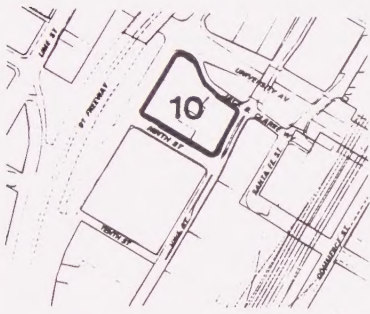
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UNIVERSITY OF CALIFORNIA

4. The City electrical substation should be shown on the entire block at the southwest corner of Vine and Ninth Streets with the land use designation Public Facilities and Institutions (23). Make the same change to Exhibit 74, Marketplace Specific Plan.



5. Southwest corner of Jack B. Clarke Way and Vine Street, the entire block should be designated as Retail Business and Office (10). Make the same change to Exhibit 74, Marketplace Specific Plan.



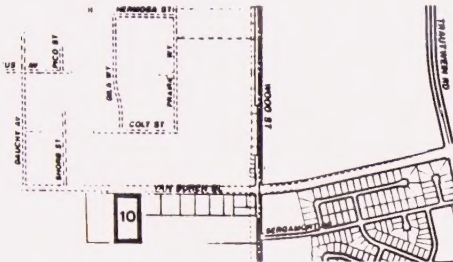
6. About 1500 feet of frontage on the north side of Mission Grove Parkway South lying southerly of the Alessandro Arroyo, should be Medium High Density (8) instead of Industrial Business Park (14).



AMENDMENTS ADOPTED SUBSEQUENT TO SEPTEMBER 13, 1994

LAND USE ELEMENT

1. Resolution 18722 adopted 6/13/95 - Change the land use designation from Public Facilities and Institutions (23) to Retail Business and Office (10) on approximately 5 acres located on the south side of Van Buren Boulevard approximately 1300 feet west of Wood Road.





LEGEND NOTES:

- NA Not Applicable
- (1) Typical - Those densities which are likely to be achieved through normal development.
 - (2) Maximum densities may be exceeded pursuant to State housing law.
 - (3) Within the Downtown Inset area westerly of the Riverside 91 Freeway, the typical and maximum FAR intensities shall be 2.0 and 5.0 respectively.
 - (4) Developments in excess of six stories may be appropriate, particularly in high intensity areas such as Downtown, as determined by the variance or zoning process.
 - (5) Land uses which have a lower density or intensity than that indicated as "typical" are nonetheless deemed as consistent with the General Plan.

Within this boundary, the environment land use will be a civic center complex containing primary City, County and other government facilities but with private support office and commercial uses as well.

Category Number	Category & Policy Intent	Typical (1) Density/Intensity	Maximum (2) Density/Intensity
1	Residential Agricultural and Rural Residential (RAR) Associated single family low density residential use on large agricultural/citrus holdings/open parcels	.20 DU/ACRE	.20 DU/ACRE
2	Hillside Residential (RHS) Residential development on hillside parcels which generally have average natural slopes of 15% or greater	Under 30% 30% or greater	0.5 DU/ACRE 0.2 DU/ACRE
4	Estate Residential (RES) Single family low density residential development	1.0 DU/ACRE	2.5 DU/ACRE
5	Semi-Rural Residential (RSR) Single family residential with livestock on premises; rural character	1.50 DU/ACRE	2.5 DU/ACRE
6	Low Density Residential (RLD) Single family residential on moderately large lots	3 DU/ACRE	5 DU/ACRE
7	Medium Density Residential (RMD) Single family houses on standard urban lots	4 DU/ACRE	6.5 DU/ACRE
8	Medium High Density (RMH) Predominantly low density apartments, duplexes, or cluster developments	12 DU/ACRE	15 DU/ACRE
9	High Density Residential (RHD) Single family houses on standard urban lots	20 DU/ACRE	25 DU/ACRE
10	Commercial/Industrial/Office Retail Business and Office Moderate intensity office, indoor commercial uses and visitor commercial	.30 FAR	.50 FAR
11	Service Commercial (CSV) General Office and retail uses developed to only moderate aesthetic standards	.15 FAR	.30 FAR
12	Commercial Centers (CSC) Regional, Community and Neighborhood Shopping Centers	.40 FAR	.50 FAR
13	Automotive Park (CAP) Concentration of motor vehicle sales and service	.30 FAR	.35 FAR
14	Industrial Business Park (IBP) High quality business and industry - strict design standards	.40 FAR	.50 FAR
15	Light Industrial (ILT) Includes such uses as less intensive manufacturing and warehousing (17.4 emp/ac.)	.20 FAR	.50 FAR
16	General Industrial (IGN) Includes such uses as construction yards, heavy manufacturing and factories (7.6 emp/ac.)	.25 FAR	.50 FAR
17	Low Rise Office (OLR) One to three story professional offices (114 emp/ac.)	.50 FAR	.50 FAR
18	Mid Rise Office (OMR) Four to six story professional office (250 emp/ac.)	1.15 FAR	1.50 FAR
19	Non-Urbanized/Community Support Public Parks (NPK) Publicly owned and managed open space and recreation facilities	NA	NA
20	Other Recreation (NPR) Includes private and public golf courses, equestrian centers, and health clubs	NA	NA
21	Agriculture (NAG) Land designated for agricultural production	0.20 DU/ACRE	0.20 DU/ACRE
22	Natural resources Open Space (NOS) Environmentally sensitive open space that includes hillsides, arroyos and wildlife habitat	NA	NA
23	Public Facilities and Institutions (PFI) Includes educational facilities, fire stations, libraries, and hospitals	NA	NA
24	Mixed Uses Mixed Use Residential (DRE) Predominantly residential apartments with some office and retail	40 DU/ACRE	Unlimited
25	Mixed Use Office (DOE) Predominantly office and commercial with some residential use	2.00 FAR	4.00 FAR

* Privately owned parcels proposed for public acquisition

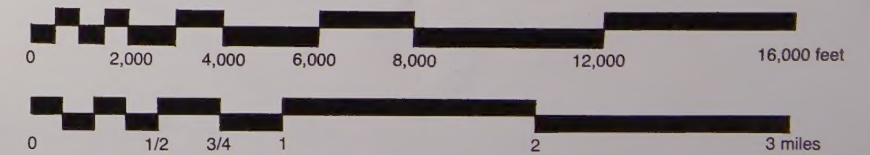
■■■■ SPECIFIC PLAN AREAS - (Specific Plan preparation is currently in progress for these areas.)

■■■■ ADOPTED SPECIFIC PLANS
Orangecrest - Mission Grove (Alessandro Heights) - Sycamore Canyon Business Park - Canyon Springs - Lusk Highlander
Hunter Business Park - University Avenue - Hawarden Hills - La Sierra - Riverside Marketplace - Riverside Auto Center - Victoria Avenue

+ Densities greater than typical can be considered under planned residential development application. Where existing or proposed parcels have average slopes of 30% or greater, maximum densities will be difficult to achieve.

(P) Proposed public uses where sites are not specific are noted in a circle as shown.
Fire Station (F), Library (L), Park (P), Neighborhood Park and School (NE)

FAR standards in some communities are different than those shown on this exhibit. See area plans in text.



RIVERSIDE GENERAL PLAN

RIVERSIDE, CALIFORNIA

Exhibit 43

LAND USE

DIAGRAM

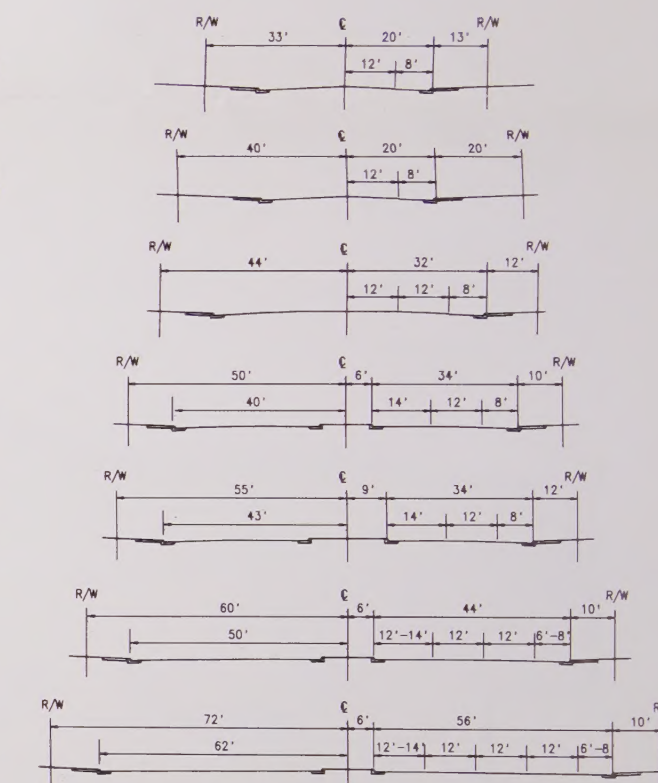
APPROVED BY CITY COUNCIL 9/13/94

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LEGEND

- 66' COLLECTOR
- 80' COLLECTOR
- 88' ARTERIAL
- 100' ARTERIAL
- 110' ARTERIAL
- 120' ARTERIAL
- 144' ARTERIAL



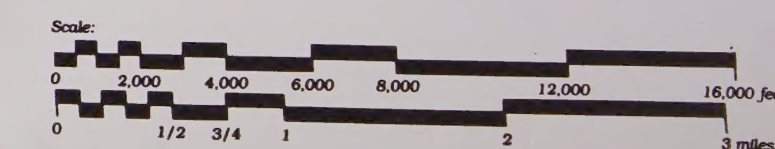
NOTE: FOR ARTERIAL STREETS WITH REVERSE FRONTAGE, R/W REQUIREMENTS WILL BE INCREASED AS FOLLOWS:

88' ARTERIAL	WILL HAVE A	91' R/W
100' "	"	107' "
110' "	"	113' "
120' "	"	127' "
144' "	"	151' "

- SCENIC BOULEVARD REQUIRES SPECIAL LANDSCAPING, ADDITIONAL R/W MAY BE REQUIRED.
- SPECIAL BOULEVARD 2 LANE DIVIDED ROADWAY OF VARIABLE GEOMETRIC DESIGN

NOTES:

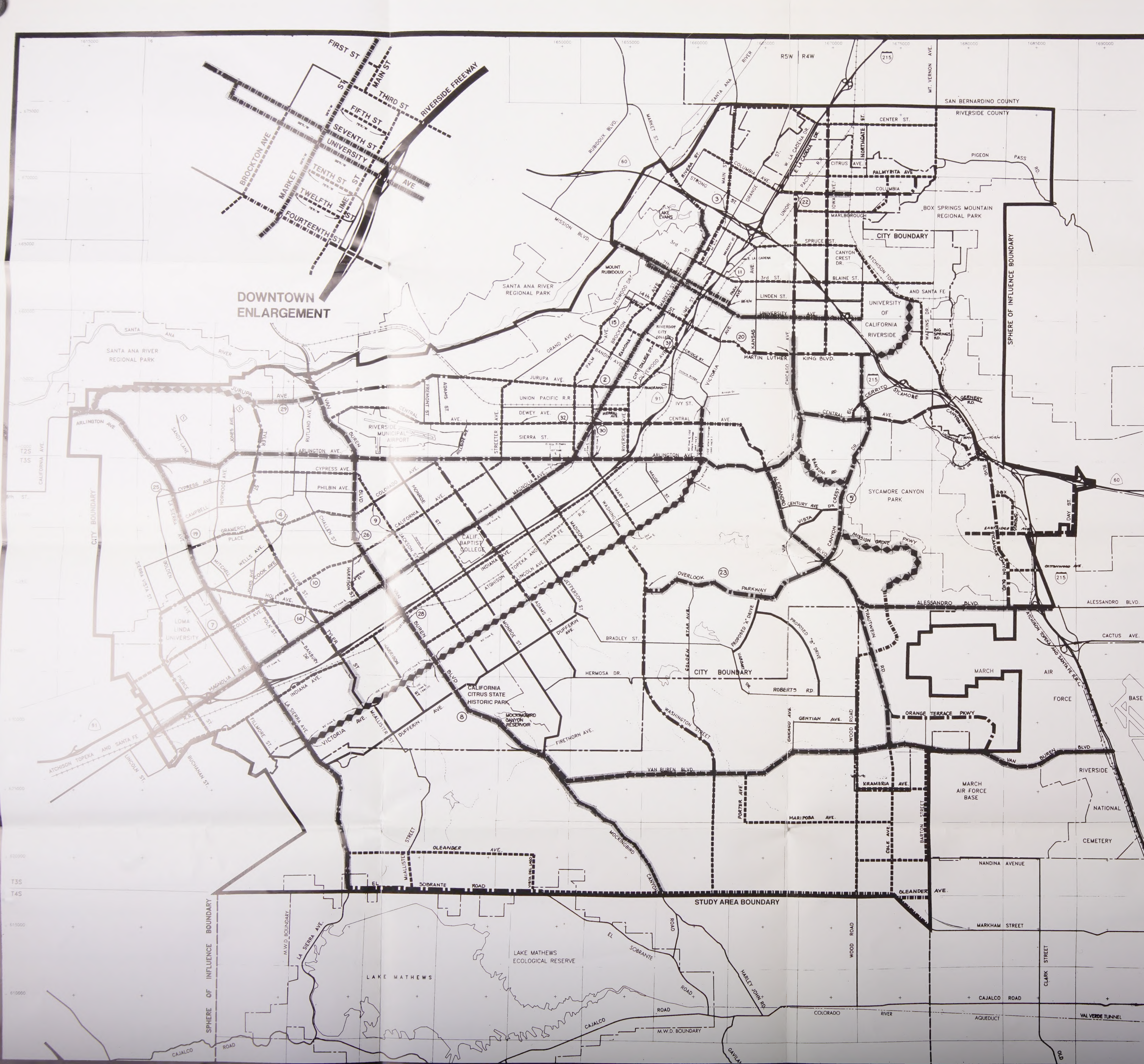
- WHERE CHANGES IN CROSS-SECTION ARE SHOWN, TRANSITION SECTIONS WILL BE REQUIRED AT THE DETERMINATION OF THE PUBLIC WORKS DEPT.
- SEE RANCHO LA SIERRA SPECIFIC PLAN.
- SEE EXHIBIT #53 "BICYCLE ROUTES" FOR STREETS THAT REQUIRE BICYCLE PATH IMPROVEMENTS.
- PLANNED STREET LINE MAP



Adopted by CITY COUNCIL by Resolution #18572...9/13/94

RIVERSIDE GENERAL PLAN

Exhibit 52 STREETS AND HIGHWAYS DIAGRAM



RESOLUTION NO. 20104

Library Book
of Planning
1 (4-7-02)

1
2 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE,
3 CALIFORNIA, AMENDING THE LA SIERRA UNIVERSITY SPECIFIC PLAN
4 TO INCORPORATE A COMPREHENSIVE SIGN PROGRAM, INCLUDING
5 ON-SITE AND OFF-SITE SIGNAGE AND PERMANENT AND TEMPORARY
6 SIGNAGE THROUGHOUT THE LA SIERRA SPECIFIC PLAN AREA, WHICH
7 AREA IS GENERALLY BOUNDED BY PIERCE ON THE NORTH AND WEST,
8 LA SIERRA STORM DRAIN CHANNEL ON THE SOUTH, AND GOLDEN
9 AVENUE TO THE EAST.

10 WHEREAS, the La Sierra University Specific Plan was adopted on March 18, 1997 for a
11 531 acre area generally bounded by Pierce Street to the northwest and southwest, and Golden
12 Avenue to the northeast; and

13 WHEREAS, an amendment to the La Sierra University Avenue Specific Plan ("LSU
14 Specific Plan") has been proposed to incorporate a comprehensive sign program, including on-site
15 and off-site signage and permanent and temporary signage, throughout the Riverwalk development
16 within the area of the LSU Specific Plan; and

17 WHEREAS, the Planning Commission of the City of Riverside, California, advertised for
18 and held a public hearing on December 20, 2001, to consider the proposed amendment to the LSU
19 Specific Plan (Case SP-002-012) and recommended to the City Council that the amendment be
20 approved to amend the LSU Specific Plan to adopt a comprehensive sign program; and

21 WHEREAS, the City Council of the City of Riverside advertised for and held a public
22 hearing on January 15, 2002, to consider Case SP-002-012; and

23 WHEREAS, the City Council received and considered the reports and recommendations
24 from the Planning Commission and all other testimony, whether written or oral, presented at the
25 public hearing;

26 NOW, THEREFORE, BE IT RESOLVED, FOUND AND DETERMINED by the City
27 Council of the City of Riverside, California, as follows:

28 Section 1: Incorporating the findings set forth above and in the documents and reports for
29 Case SP-002-012, it is in the public interest to amend the La Sierra University Specific Plan to
30 incorporate a comprehensive sign program and more particularly described below.

Section 2: That a Mitigated Negative Declaration is hereby adopted and the amendment will not have a significant effect on the environment.

BE IT FURTHER RESOLVED that the La Sierra University Specific Plan is hereby amended by revising section 4.23 "SIGNS" which incorporates a comprehensive sign program including on-site and off-site signage, and permanent and temporary signage throughout the La Sierra University Specific Plan area, generally bounded by Pierce Street on the north and west, La Sierra Storm Drain Channel on the south, and Golden Avenue to the east, as set forth in Exhibit A which is attached hereto and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the amendment adopted by this resolution shall be incorporated into the La Sierra University Specific Plan and City General Plan documents as indicated herein and as appropriate.

ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this
19th day of February, 2002.

Mayor of the City of Riverside,

Attest:

City Clerk of the City of Riverside

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I, Colleen J. Nicol, City Clerk of the City of Riverside, California, hereby certify that the foregoing resolution was duly and regularly introduced and adopted at a meeting of the City Council of said City at its meeting held on the 19th day of February, by the following vote, to wit:

Ayes: Councilmembers Beaty, Moore, Defenbaugh, Schiavone, Adkison, Hart, and Pearson.

Noes: None.

Absent: None.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the official seal of the City of Riverside, California, this 19th day of February, 2002.



City Clerk of the City of Riverside

CA: 02-0188
02/08/02

LA SIERRA UNIVERSITY SPECIFIC PLAN

ORIGINALLY ADOPTED ON MARCH 18, 1997
RESOLUTION NO.19057

SPECIFIC PLAN AMENDMENT

<u>Case</u>	<u>Adoption Date</u>	<u>Resolution no.</u>
SP-002-012	February 19, 2002	No.

EXHIBIT A

**Table 4-1
DEVELOPMENT STANDARDS BY SUBAREA**

	Subareas 1 and 2	Subareas 3 and 4	Subarea 5	Subareas 6 and 13	Subarea 7	Subarea 8	Subarea 9	Subarea 10	Subareas 11 and 12
Specific Plan Land Use Designation	Campus	Town/Gown/Mixed Residential Area	Industrial Business Park	Multi-family Residential (15 du/a)	Multi-family Residential (10 du/a)	Multi Single-family Residential (3.5 du/a)	Single-family Residential (4 du/a)	Single family Residential (6.5 du/a)	Commercial
4.14 Distance Between Buildings- MOVE THIS CATEGORY TO SETBACKS.	-	The minimum distance between buildings containing dwelling units shall not be less than 75% of their combined height when buildings are oriented front-to- front and shall not average less than 50% of their combined height in all other cases.	-	-	-	-	-	-	-
4.15 Blank Walls	No building wall facing a public street or adjacent residential uses shall extend more than 25 feet vertically or horizontally without a visual break created by a minimum 2-ft. recess articulation in the exterior wall or architectural detailing.								
4.16 Compatibility with Surrounding Development	The rear and side walls of buildings which are visible from adjacent lots or streets shall be treated the same as the front wall. The walls of any parking structure or that portion of any structure used for parking shall be designed to substantially screen vehicles in the structure from a view of a person on a public street. The walls of the parking structure shall be similar in color, material and architectural detail with the building it serves.								
4.17 Trash	A trash enclosure, six feet in height, constructed of similar material to the building, shall be provided on each non-residential site. The trash enclosure shall be enclosed on all sides, and shall be six feet in height with a solid gate providing access to the trash area. Trash enclosed within the enclosure shall not exceed the height of the enclosure. No trash shall be stored in any section of the site except within an enclosed structure.								
4.18 Roof Appurtenances	All heating, ventilation, air conditioning equipment and ducts and other equipment or appurtenances located on roofs shall be screened from the view of people at ground level or adjacent buildings. Screens must be at least as high as the equipment.								
4.19 Loading Areas	All loading areas shall be screened from view from adjacent lots and public streets by a solid fence or wall not less than 6 feet in height. Loading areas shall be designed to provide for backing and maneuvering onsite and not from a public street.								
4.20 Pedestrian Linkages	A clearly defined pedestrian walkway shall be provided to connect building entrances to parking spaces and to adjacent sidewalks.								
4.21 Light and Glare	All exterior lighting shall be of an indirect nature, shielded to minimize illumination of adjacent properties and to reduce glare. Freestanding light poles shall not exceed a maximum height of fourteen feet.								
4.22 Utilities	All utility connections from the main line in the public right-of-way to buildings shall be located underground.								
4.23 Signs	Refer to pages 4-8 through 4-17								

- None
 * Same as existing zoning ordinance. IN THE EVENT ZONING STANDARDS CHANGE, THE ZONE STANDARDS IN EFFECT AT THE TIME AN APPLICATION IS FILED SHALL APPLY
 FAR (Floor Area Ratio)
 NA Not Applicable

¹ Front, side, and rear yards shall be increased by two and one-half feet per story in excess of two stories.

² Roof structures specified in Section 19.68.030 of the Zoning Code shall be permitted in addition to heights specified for each subarea.

Development standards may be modified pursuant to the variance procedures established in Section 19.64.050 of the Municipal Code. Amendments to the Permitted uses and Density standards required amendment of the specific plan



4.23 SIGNS

The purpose of this signage criteria is to minimize sign clutter and to provide aesthetically pleasing and consistent signage throughout the RiverWalk residential subdivision and specific plan area. All properties should comply with Chapter 19.76 of the Municipal Code, the Design Review Guidelines of the City of Riverside and the following guidelines:

- **Off-Site Signage**

One off-site street directional sign (Figure 4.1) is permitted at the Riverside (91) Freeway eastbound off ramp at Pierce Street. The sign shall provide directional information to RiverWalk Parkway and Magnolia Avenue. The design, size and location of sign shall be subject to the specifications of the Public Works and Planning Departments and Caltrans, as applicable.

- **Master Plan and Subdivision Signs**

Announcement Monumentation Signs (Figure 4.2)

A total of three announcement monumentation signs- one at both the southerly and northerly entrances to the community possibly within the parkway, and the third at Sierra Vista Avenue where it intersects with Pierce Street - are permitted. The signs along RiverWalk Parkway will identify the RiverWalk community, while the proposed sign at Sierra Vista will potentially identify La Sierra University. The ultimate location, height, and design of such signs shall be subject to review and approval of the Planning Department, Public Works Department and other agencies, as applicable prior to installation.

Arrival Monumentation Signs (Figure 4.3)

Signs are permitted in the landscape area on each side of RiverWalk Parkway at its southerly intersection with Pierce Street and at the entry to the La Sierra University campus west of RiverWalk Parkway. The purpose of these signs is to create a gateway signage into RiverWalk and La Sierra University. The design, size and location of signs shall be subject to the specifications of the Planning Department.





Figure 4.1
Off-Site Signage

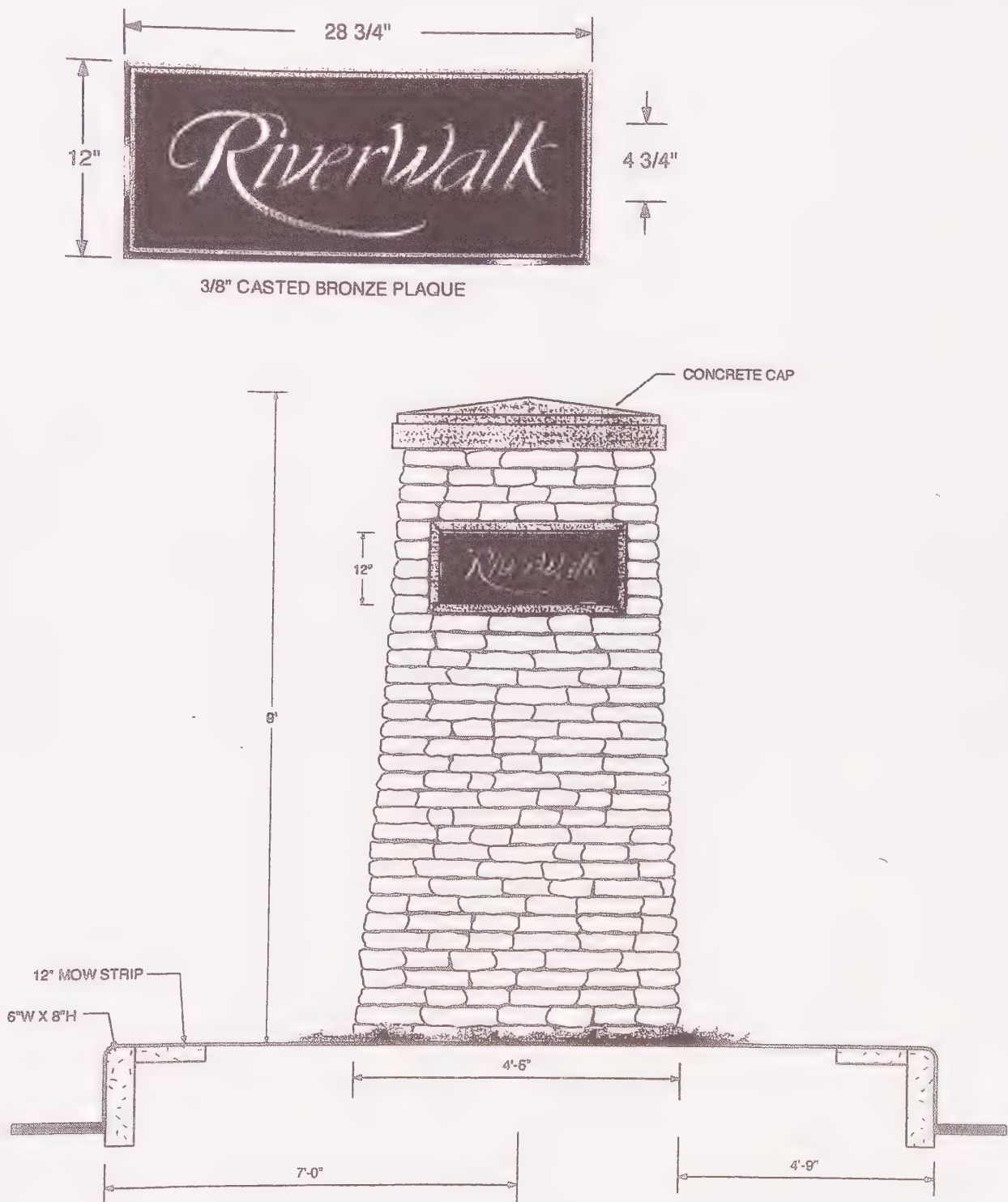


Figure 4.2
Announcement Monumentation Sign

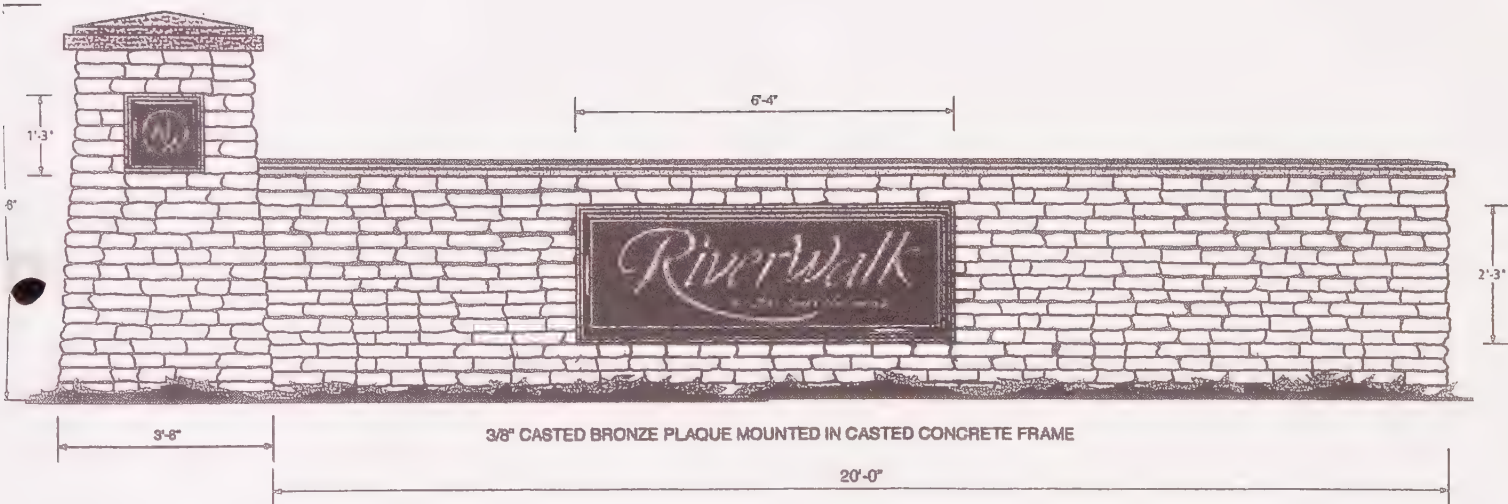


Figure 4.3
Arrival Monumentation Sign

Community Monumentation (Figure 4.4)

One community monumentation sign is permitted at the entrance of the Specific Plan planning areas, the university campus, the commercial and the industrial business park within the Specific Plan area. The purpose of the community monumentation signs is to generally identify each planning area within specific plan area. The ultimate location and design of these signs shall be subject to the review and approval of the Planning Department prior to installation. These signs shall be sited to minimize clutter and conflict with other permitted signs.

Community Kiosks (Figure 4.5)

Up to fifteen (15) temporary community kiosks are permitted at various points along RiverWalk Parkway, Sierra Vista and Collett Avenues within the landscape area outside the public right-of-way. Content will be limited to new residential developments. These signs shall be in lieu of the citywide subdivision sign program. They shall be removed upon the sale of the final unit within each development.

Reinforcement Kiosks (Figure 4.6)

Up to six (6) temporary reinforcement kiosks are permitted for each individual neighborhood. The reinforcement kiosks function as off site directional subdivision signs within specific neighborhoods. They shall be removed upon the sale of the final unit within each development. Final location and design of reinforcement kiosks shall be subject to review and approval of the Planning Department.

Secondary Entry Identification (Figure 4.7)

A total of four (4) secondary entry identification plaques mounted to perimeter walls are permitted along Golden and Schuyler Avenues. The design of the secondary entry identification signage shall be subject to the Planning Department.

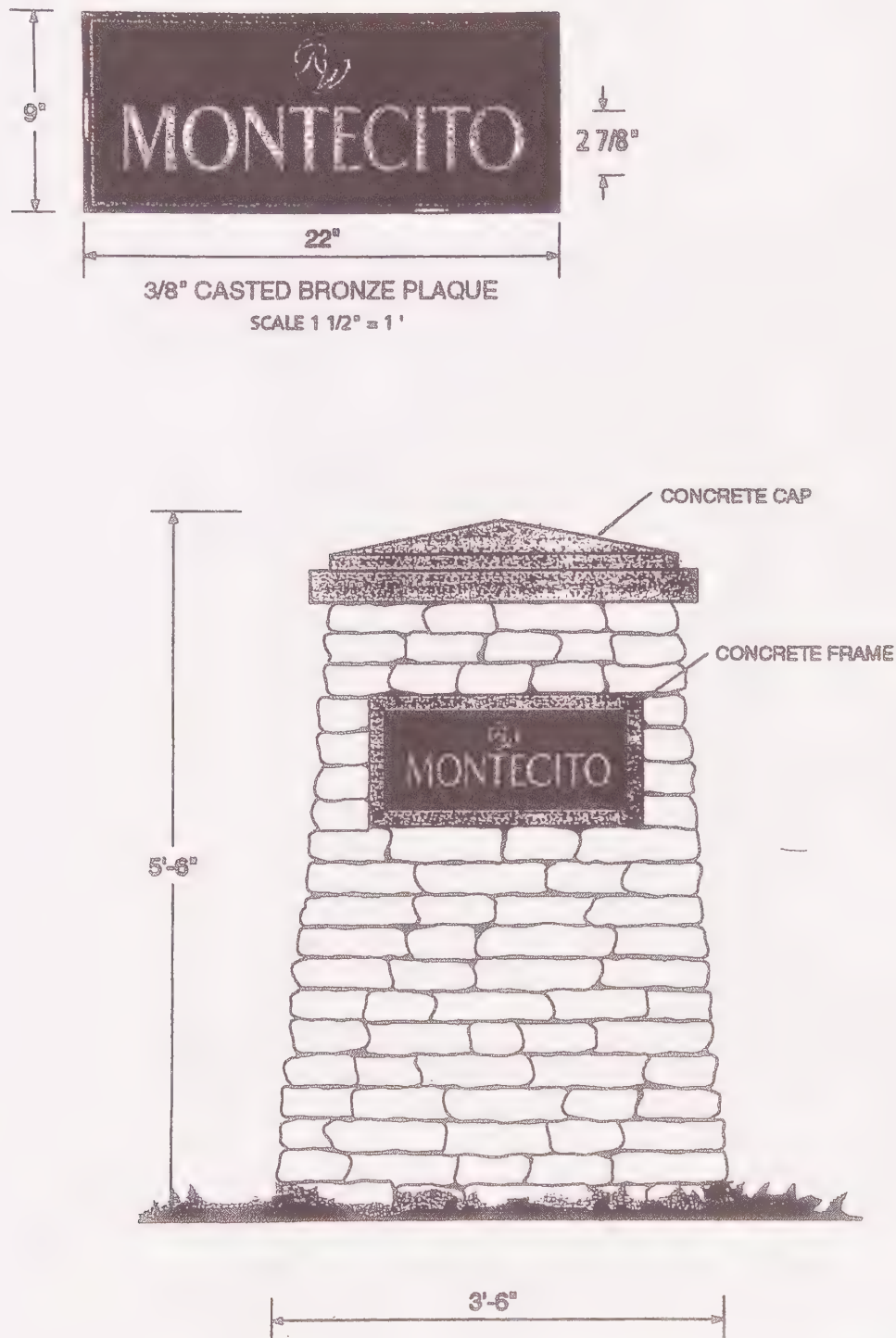
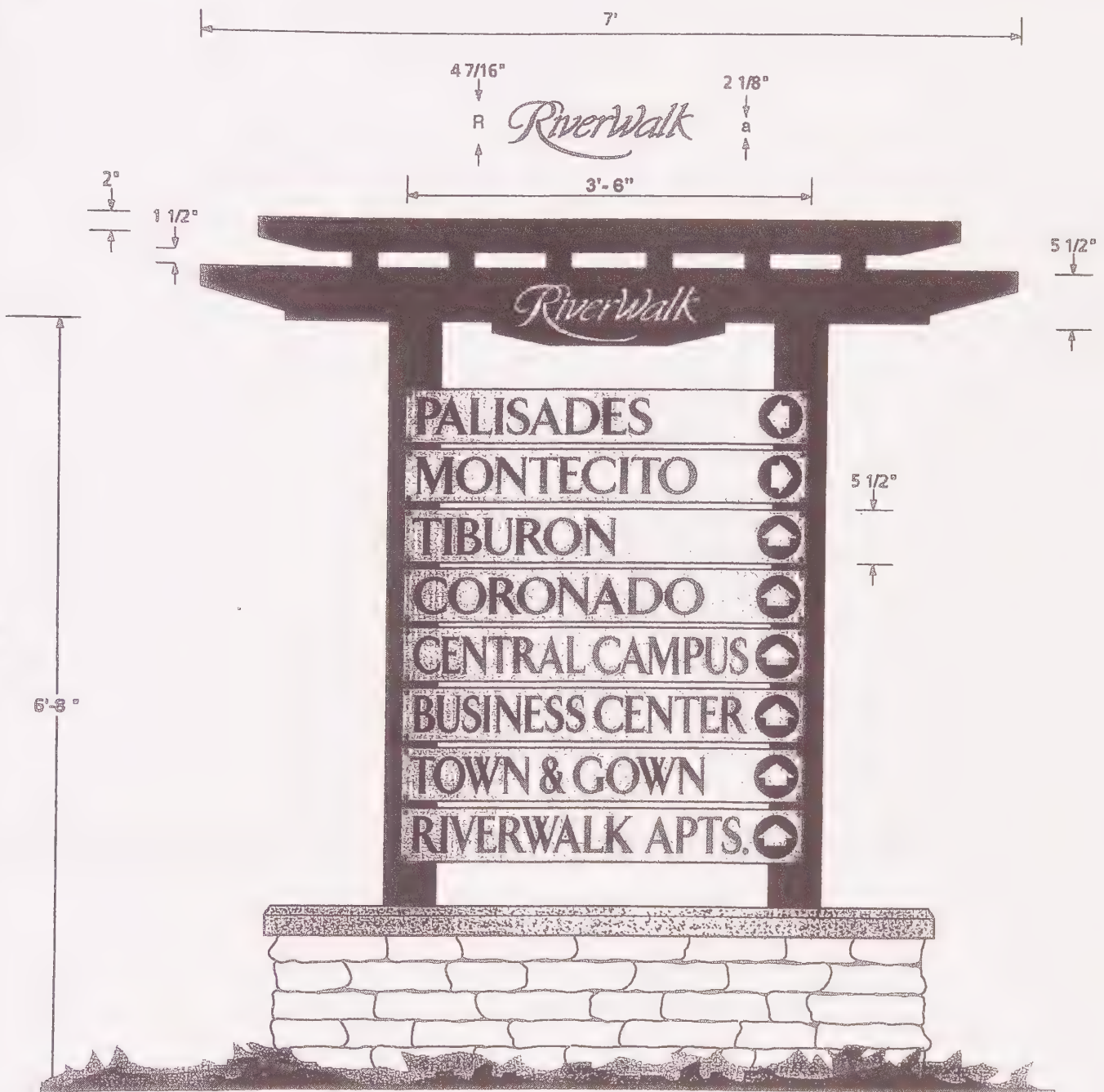


Figure 4.4
Community Monumentation Sign



S/F KIOSK STRUCTURE W/ RE-SAWN HEADER, POSTS AND TRELLIS,
ROUTED LOGO TYPE AND ATTACHED ALUMINUM 1/8" PAINTED AND VINYL COPY RIDERS

Figure 4.5
Community Kiosk



S/F KIOSK STRUCTURE W/ RE-SAWN HEADER, POSTS AND TRELLIS,
ROUTED LOGO TYPE AND ATTACHED ALUMINUM 1/8" PAINTED AND VINYL COPY RIDERS

Figure 4.6
Reinforcement Kiosk



3/8" CASTED BRONZE PLAQUE MOUNTED IN CASTED CEMENT FRAME
WALL PLACEMENT TO BE DETERMINED

Figure 4.7
Secondary Entry Identification

- **Temporary Signs**

- Subdivision Signs*

- For consistency with other subdivisions within the City limits, temporary

- subdivision signs should be subject to the provisions per Chapter 19.76.020.8 of the Zoning Code.

- Model Center Signage*

- On-site model center parking directional signs placed within each neighborhood in close proximity to the models of each phase, model center identification signs provided on the canopy in front of the sales office, and model home identification signs placed in front of each model home are permitted. Model center signage shall be removed upon the sale of the final unit within each development.

- **Subdivision Flags**

- Up to ten (10) subdivision flags placed adjacent to the neighborhood entry and/or model home complex are permitted during the sales period of the subdivision. The size, location and total number of flags shall be subject to the review and approval of the Planning Department.

- **Address Plaques**

- Internally illuminated one square foot address plaque for each residence, commercial, or industrial address within the Specific Plan area is permitted displaying the address.

- **Miscellaneous Signs and/or other applicable sign standards**

- Signs not specifically addressed in the sign criteria are governed by Chapter 19.76 of the Municipal Code.

RESOLUTION NO. 19057

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE LAND USE AND TRANSPORTATION ELEMENTS OF THE RIVERSIDE GENERAL PLAN BY ADOPTING THE LA SIERRA UNIVERSITY SPECIFIC PLAN (GP-14-956).

WHEREAS a Specific Plan has been prepared by La Sierra University (GP-14-956) for the future development of the La Sierra University area, which encompasses approximately 531 acres, generally bounded by Pierce Street to the northwest and southwest, a flood control channel to the southeast and Golden Avenue to the northeast, owned primarily by La Sierra University along with other adjacent privately owned parcels; and

WHEREAS this area is characterized by the existing La Sierra University campus, adjacent undeveloped land, and some retail, office and commercial uses; and

WHEREAS the proposed Specific Plan provides for the future expansion of La Sierra University to an enrollment of 5000 students, and the development of surplus University lands with a mix of land uses, including single and multiple family residential, a school site, industrial, commercial and mixed residential/commercial uses in the Specific Plan area; and

WHEREAS the primary goal as stated in the Specific Plan Summary, is "To provide a high quality, attractive, mixed-use development which includes educational, residential, commercial, industrial and recreational uses, all integrated with and enhancing the existing campus environment."; and

WHEREAS the City Council of the City of Riverside authorized the preparation of an Environmental Impact Report

1 (EIR) for the La Sierra University Specific Plan and on December
2 17, 1996 adopted Resolution No. 19025 certifying the Final EIR
3 (EP-44-923) dated June, 1996 for the La Sierra University
4 Specific Plan; and

5 WHEREAS the Planning Commission of the City of Riverside,
6 California, advertised for and held a workshop on June 6, 1996,
7 and a public hearing on June 20, 1996 to consider the La Sierra
8 University Specific Plan (Case GP-14-956), and following the
9 close of the public hearing recommended to the City Council of
10 the City of Riverside that Case GP-14-956 be approved with
11 certain specific modifications; and

12 WHEREAS the City Council of the City of Riverside
13 advertised for a public hearing on October 22, 1996 which was
14 continued to and held on December 17, 1996 to consider the La
15 Sierra University Specific Plan (Case GP-14-956) and following
16 public hearing, approved the La Sierra University Specific Plan
17 subject to specific amendments and changes as recommended by the
18 City Planning Commission and specific amendments set forth in the
19 City Council Minute Action of December 17, 1996, and directed the
20 preparation of the La Sierra University Specific Plan document,
21 to include all approved amendments and changes, with a resolution
22 for adoption by the City Council; and

23 WHEREAS on March 18, 1997, the City Council of the City
24 of Riverside considered the adoption of the La Sierra University
25 Specific Plan dated March 18, 1997;

26 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
27 City of Riverside, California, as follows:

Section 1: It is in the public interest to amend the Riverside General Plan by adopting the La Sierra University Specific Plan.

Section 2: That a Final Environmental Impact Report was prepared in compliance with the California Environmental Quality Act (CEQA) and certified by the City Council of the City of Riverside on December 17, 1996 and a Statement of Overriding Considerations for the La Sierra University Specific Plan was adopted as set forth in Resolution No. 19025.

BE IT FURTHER RESOLVED that the Transportation Element of the General Plan is hereby amended to show the realignment of Pierce Street and the Land Use Element of the Riverside General Plan is hereby amended by the adoption of the La Sierra University Specific Plan dated March 18, 1997, with all modifications contained therein, a copy of which is on file with the Riverside City Clerk and is incorporated herein by this reference.

BE IT FURTHER RESOLVED that the amendment to the General Plan adopted by this resolution shall be noted on the Land Use Element and Transportation Element, and appropriate maps and diagrams of the Riverside General Plan.

ADOPTED by the City Council and signed by the Mayor and
attested by the City Clerk this 18th day of March, 1997.


Mayor of the City of Riverside

Attest:

Commercial
City Clerk of the City of Riverside

1 I, Colleen J. Nicol, City Clerk of the City of Riverside,
2 California, hereby certify that the foregoing resolution was duly
3 and regularly introduced and adopted at a meeting of the City
4 Council of said City at its meeting held on the 18th day of
5 March, 1997, by the following vote, to wit:

6 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Clifford
7 and Pearson.

8 Noes: None.

9 Absent: None.

10 Abstained: Councilmember Thompson.

11 IN WITNESS WHEREOF I have hereunto set my hand and
12 affixed the official seal of the City of Riverside, California,
13 this 18th day of March, 1997.

14 Colleen Nicol
15 City Clerk of the City of Riverside
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26 KG/sa/sb
27 3/12/97

RESOLUTION NO. 19025

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EP-44-923) FOR THE LA SIERRA UNIVERSITY SPECIFIC PLAN (GP-14-956), AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS AND THE MITIGATION MONITORING AND REPORTING PROGRAM PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT.

WHEREAS La Sierra University has proposed to amend the General Plan of the City of Riverside by adopting the La Sierra University Specific Plan (the "Project"), which encompasses approximately 531 acres owned by the University, along with adjacent privately held parcels, generally bound by Pierce Street to the northwest and southwest, a flood control channel to the southeast and Golden Avenue to the northeast; and

WHEREAS the City Council of the City of Riverside authorized the preparation of an Environmental Impact Report for the La Sierra University Specific Plan to evaluate the potential environmental impacts resulting from the Project; and

WHEREAS in accordance with the requirements of the California Environmental Quality Act ("CEQA"), and the State of California CEQA Guidelines ("State CEQA Guidelines") and the City of Riverside CEQA Resolution ("City CEQA Resolution") (collectively, "CEQA Regulations"), an Environmental Impact Report ("EIR") was prepared for the Project; and

WHEREAS in accordance with Section 15082 (a) of the State CEQA Guidelines, the City prepared and distributed a Notice of Preparation ("NOP") to all appropriate responsible and trustee agencies and to all organizations and individuals requesting

1 notice on June 29, 1993, stating that a Draft EIR would be
2 prepared for the Project; and

3 WHEREAS all responses to the NOP were considered in the
4 preparation of the Draft EIR and interested agencies and
5 individuals were contacted to secure their input; and

6 WHEREAS the Draft EIR was completed and a Notice of
7 Completion ("NOC") was filed with the California Office of
8 Planning and Research on February 23, 1996, in accordance with
9 the provisions of Section 15085 of the State CEQA Guidelines; and

10 WHEREAS copies of the Draft EIR were sent to local and
11 responsible agencies and a Notice of Availability of the Draft
12 EIR was published in The Riverside Press Enterprise, a newspaper
13 of general circulation, on February 23, 1996, and mailed to a
14 list of interested parties; and

15 WHEREAS the NOC and the Notice of Availability provided a
16 57-day public review period, commencing on February 23, 1996, and
17 ending on April 19, 1996; and

18 WHEREAS at the request of the Applicant (LSU) the comment
19 period was extended from April 19, 1996 to May 15, 1996; and

20 WHEREAS the City received written comments from the
21 public and responsible agencies on the Draft EIR during this
22 public comment period; and

23 WHEREAS all comments on the Draft EIR concerning
24 environmental issues that were received during the public review
25 period were evaluated by the City as Lead Agency in accordance
26 with Section 15088 of the State CEQA guidelines; and

27 WHEREAS the Environmental Protection Commission ("EPC")

1 of the City held public hearings on the EIR as Case EP-44-923 on
2 May 16 and June 13, 1996, and recommended the City Council that:
3 (a) the Final EIR has been completed in compliance with CEQA; and
4 (b) that the Project has significant unavoidable adverse effects
5 with regard to air quality and cumulative traffic and circulation
6 that cannot be mitigated to a level of insignificance, thereby
7 requiring the City Council to adopt a statement of overriding
8 considerations in regard to the identified unavoidable adverse
9 impacts if it wished to approve the Project; and

10 WHEREAS the EIR for the La Sierra University Specific
11 Plan consisted of a Draft EIR dated February 16, 1996 and
12 comments and responses to comments of the Draft EIR dated June,
13 1996, presented to the EPC on May 16 and June 13, 1996, and
14 presented to the City Council on October 22, 1996 and continued
15 to December 17, 1996; and

16 WHEREAS the EIR contains the elements required by the
17 CEQA Regulations, including, but not limited to: (a)
18 identification, description and discussion of all potentially
19 significant environmental effects of the proposed Project, both
20 direct and indirect, and short and long term; (b) a description
21 of mitigation measures proposed to minimize potential significant
22 environmental effects of the Project identified in the EIR; (c) a
23 description of those potential environmental effects which cannot
24 be avoided or which can be mitigated, but not to a level of
25 insignificance; (d) a description of a range of reasonable
26 alternatives to the proposed Project and evaluation of the
27 comparative merits and potential significant environmental

1 effects of the alternatives, including the No Project
2 Alternative; (e) a discussion of cumulative impacts in accordance
3 with the requirements of Section 15130 of the State CEQA
4 Guidelines; and (f) a list of all federal, state and local
5 agencies, other organizations and private individuals consulted
6 in preparing the EIR and the firm preparing the EIR; and

7 WHEREAS the City Council has been presented with and is
8 familiar with the information in the administrative record, has
9 reviewed and considered the information in the EIR for
10 completeness and compliance with the CEQA Regulations and has
11 independently reviewed and analyzed the EIR, and has duly heard
12 and considered all written and oral arguments presented at its
13 meeting of December 17, 1996;

14 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
15 City of Riverside, California, as follows:

16 Section 1: The above recitals are hereby found and
17 determined to be true and correct and are hereby incorporated
18 herein as if stated in full.

19 Section 2: The EIR dated June, 1996 for the Project
20 reflects the independent judgment of the City.

21 Section 3: The EIR dated June, 1996, for the Project has
22 been completed and processed in compliance with the requirements
23 of CEQA and the state and local regulations, and is hereby
24 certified.

25 Section 4: The City Council finds that the EIR dated
26 June, 1996, has adequately examined environmental concerns of the
27 Project and specifically has examined impacts in areas relating

1 to Hydrology/Groundwater/Water; Land Use; Traffic and
2 Circulation; Air Quality; Noise; Biological Resources; Public
3 Services and Utilities; Cultural Resources; Aesthetics; Earth
4 Resources and Schools, and except as set forth in Section 7
5 below, the implementation of the La Sierra University Specific
6 Plan and the adopted Mitigation Measures are designed to prevent
7 any significant impacts to the environment resulting from the
8 Project.

9 Section 5: The City Council finds that environmental
10 impacts caused by the Project in the following summary are
11 determined to be less than significant.

12 a. Utilities - The Project requires that the applicant
13 improve existing utilities infrastructure to provide utility
14 services to the Project area. Impacts on public utilities are
15 therefore less than significant.

16 b. Schools - The Project acknowledges and references
17 the written agreement between the applicant and Alvord Unified
18 School District to provide for public school facilities to meet
19 the need resulting from its implementation. The agreement
20 provides in part for payment of no more than 4.5 million dollars,
21 including the dedication of a 10-acre school site and specified
22 payments based upon student enrollment. Any amendment to the
23 above-referenced portions of the agreement will require an
24 amendment to the Specific Plan and related compliance with the
25 CEQA. With the implementation of the relevant portions of the
26 agreement in the Project, impacts to schools are less than
27 significant.



1 Section 6: The City Council finds that environmental
2 impacts caused by the Project in the following summary are
3 determined to be significant, but can be fully mitigated by
4 adoption of the recommended mitigation measures set forth in the
5 EIR.

6 a. Hydrology/Groundwater/Water Quality - Significant
7 Effect: Project implementation will create impermeable surfaces
8 due to street and parking lot paving, building construction, etc.
9 Past farming practices and sewage treatment and disposal on-site
10 have caused soils to become contaminated, and could degrade the
11 groundwater quality through percolation of runoff. Site
12 development will divert groundwater into storm drains. (EIR 3.1)
13 Finding: A testing program will determine the extent of needed
14 soil remediation and streets will be designed with curbs and
15 gutters to contain surface runoff. Adopted mitigation measures
16 will reduce impacts to below a level of significance.

17 b. Land Use - Significant Effect: The Project amends
18 the General Plan by changing existing land use designations,
19 however the actual percentage change in affected land use
20 categories is negligible on a city-wide basis. The site has been
21 identified by the City for urban uses and the General Plan
22 identifies this site as requiring the approval of a Specific
23 Plan. Therefore, there are no broad land use incompatibility
24 impacts, only those adjacent to a few sub-areas. The loss of
25 agricultural productivity is not considered significant.
26 (EIR 3.2) Finding: Requirements for buffering between
27 potentially incompatible land uses should adequately mitigate



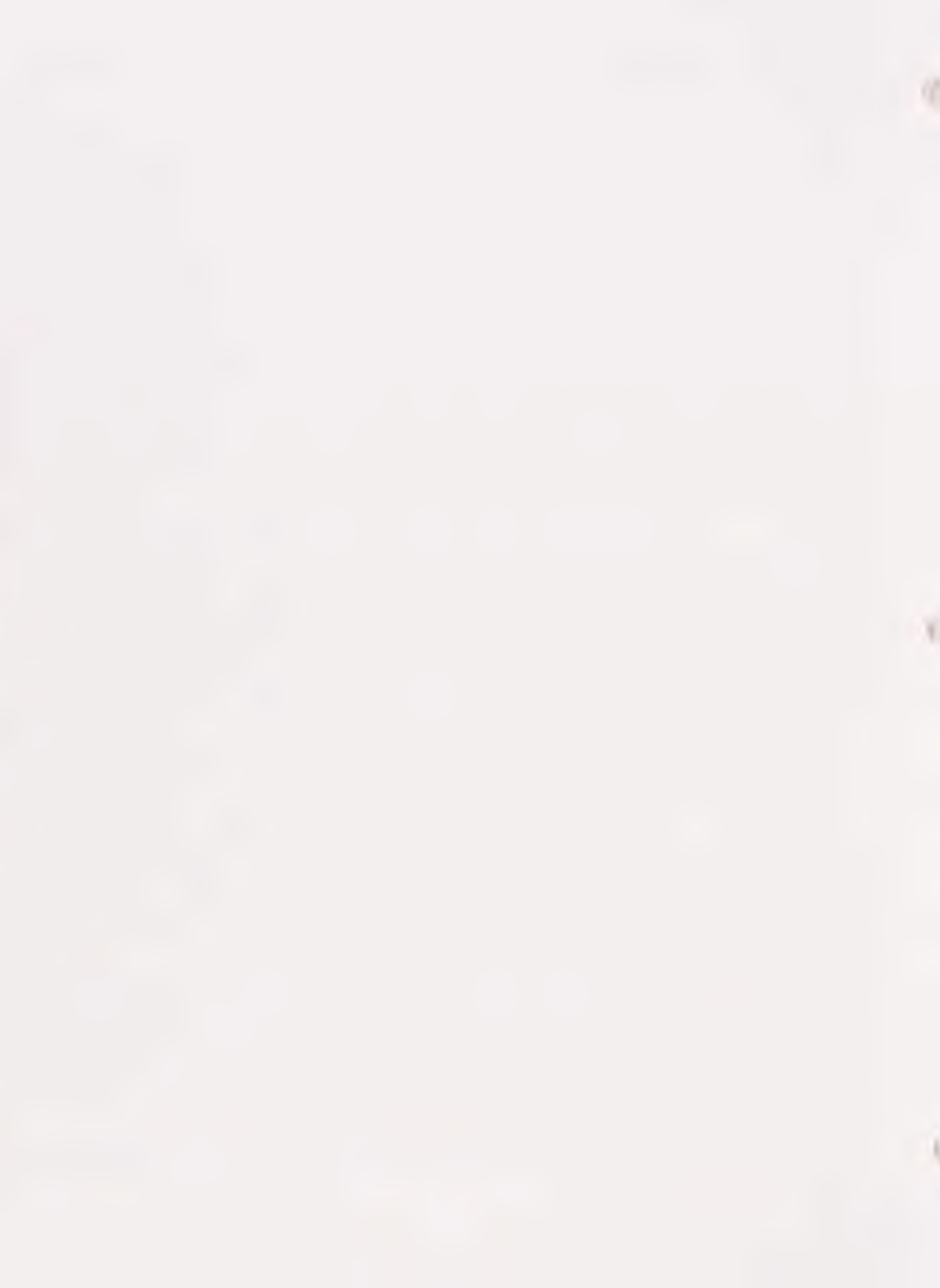
1 potential land use incompatibility considerations and impacts
2 will be mitigated to below a level of significance.

3 c. Noise - Significant Effects: Noise impacts will be
4 potentially significant during construction, for uses near
5 construction. Long term operational noise will result in noise
6 increases and decreases, and will result in long term increases
7 to exceed City noise standards both with and without the Project.
8 Findings: Recommended measures will reduce noise impacts during
9 construction, and long-term noise will be measured by additional
10 noise analysis and levels that are exceeded will be mitigated to
11 levels below significance.

12 d. Biological Resources - Significant Effects:
13 Resources will be affected by the Project, particularly where
14 wildlife has adapted to open space areas, however most of the
15 resources are not considered sensitive, not threatened and not
16 significant. There are 8.1 acres of wetlands habitat on-site
17 that will be impacted. Removal of the burrowing owl, a sensitive
18 species, results in a potential adverse impact. (EIR 3.6)
19 Finding: Requirements of state and federal resource agencies
20 will offset the loss of wetlands; adoption of the mitigation
21 measures for the burrowing owl impacts are feasible, and will
22 mitigate impacts to levels below significance.

23 e. Public Services - Significant Effect: The Project
24 will increase service responsibilities for public safety, solid
25 waste, parks and libraries, which can all serve the Project area.
26 (EIR 3.7)

27 Finding: Adoption of mitigation measures and implementation of



1 fee payments and agreements will reduce impacts to below a level
2 of significance.

3 f. Cultural Resources - Significant Effect: The Project
4 area includes significant archaeological and historical
5 resources. The EIR includes a Historic Assessment Report (May
6 1996) ("HAR") which includes a number of mitigation measures which
7 address the preservation and enhancement of the historic
8 resources in the Project area. (EIR Responses to Comments)
9 Finding: The adoption of mitigation measures (Section 6 of the
10 HAR) relating to preservation of building integrity,
11 rehabilitation, relocation and recordation will reduce the
12 impacts to a level of insignificance.

13 g. Aesthetics - Significant Effect: Development of the
14 Project will change the image of the land from open space to
15 urban development with changes in light and glare conditions
16 based on the urban uses. Urban uses on the site are recognized
17 in the General Plan and hill and skyline background features will
18 remain constant. (EIR 3.9)

19 Finding: Extensive design concepts, guidelines and standards are
20 included in the Specific Plan. Adherence to these standards and
21 mitigation measures requiring Design Review Board approval will
22 effectively mitigate impacts to a level of insignificance.

23 h. Earth Resources - Significant Effect: The Project
24 will require various special construction techniques to prepare
25 the site for development, to establish stable foundation
26 conditions and protection from seismic hazards. (EIR 3.10)

27 Finding: Adoption of mitigation measures requiring testing to

1 determine design techniques needed to prevent liquefaction and
2 geotechnical evaluations to determine Project design standards
3 will reduce impacts to below a level of significance.

4 Section 7: The City Council finds that the EIR dated
5 June, 1996, has adequately examined the environmental impacts of
6 the Project and identified significant unavoidable impacts on
7 Traffic and Circulation (Cumulative) and Air Quality which in
8 approving the Project cannot be mitigated to less than
9 significant levels applying all feasible mitigation measures or
10 Project alternatives, which meet the Project objectives,
11 identified in the final EIR and makes the following findings:

12 a. Traffic and Circulation (Cumulative) - Significant
13 Effect: Implementation of the Project will impact three
14 intersections causing levels of service of E or worse which is
15 unacceptable to the City. Pierce Street is to be realigned to
16 achieve Project objectives with no significant impacts. (EIR 3.3)
17 Finding: A number of mitigation measures will allow the
18 maintenance of acceptable levels of service. Improvements
19 include roadway widenings, additional land to provide added
20 intersection capacity which will be constructed in phases based
21 on a financing/phasing feasibility study. However, three
22 intersections will remain significantly impacted due to both
23 existing urban development and the infeasibility of acquiring
24 land to widen the intersections to meet additional traffic growth
25 caused by the Project and overall cumulative growth of the
26 community. This will result in traffic impacts that cannot be
27 mitigated.

1 b. Air Quality - Significant Effect: Air quality
2 impacts that would occur as a result of Project implementation
3 will result in exceedances during short-term construction and
4 long-term occupation of the Project site. During construction,
5 emissions from construction-related activity will cause
6 exceedances. Long-term stationary and mobile source emissions
7 will cause exceedances for the SCAQMD threshold standards.
8 Carbon monoxide levels along Project roadways will be lower than
9 the current conditions due to improved vehicular emission
10 factors. (EIR 3.4)
11 Finding: Mitigation measures are required as short-term measures
12 that will improve the efficiency of construction equipment,
13 minimizing dust generation and control the paving operations
14 which will reduce impacts to levels below significance. For the
15 long-term emissions, the measures requiring implementation of
16 transportation demand management programs and trip reduction
17 opportunities, and adherence to energy conservation requirements
18 will assist in reducing emissions, however further mitigation is
19 infeasible and the impacts on air quality will remain adverse and
20 significant.

21 Section 8: The City Council finds that the EIR examined
22 a broad range of reasonable alternatives to the Project to
23 determine whether it could meet the Project's objectives while
24 avoiding or substantially lessening one or more of the Project's
25 significant, unavoidable impacts. The City has properly
26 considered and reasonably rejected Project alternatives as
27 infeasible on the basis of specific economic, legal, social,

1 technological or other considerations, pursuant to CEQA as set
2 forth herein:

3 a. Alternative 1 - No Project: This alternative assumes
4 that the site would not be developed with the proposed Project
5 and the site would remain in its existing condition.

6 Finding and Facts in Support: The No Project Alternative is not
7 consistent with the City of Riverside General Plan land use
8 designations for the Project area. This alternative, retaining
9 the present agricultural and open space uses, is not an
10 improvement to the proposed site for these reasons: (1) it would
11 not allow development of the site with urban uses as anticipated
12 in the General Plan, Year 2010, and (2) it would not reduce the
13 sub-basin groundwater contamination. This alternative would have
14 less effect on air quality, traffic, aesthetics and biological,
15 archaeological and earth resources, therefore this alternative is
16 considered environmentally superior. However, this alternative
17 would not meet the objectives of the Project as set forth in the
18 EIR. (EIR 2.9)

19 b. Alternative 2 - City of Riverside General Plan: This
20 alternative anticipates build-out of the Project in accordance
21 with the land uses shown in the Land Use Diagram in the City
22 General Plan adopted September, 1994.

23 Finding and Facts in Support: The Project area land uses include
24 Institutional Use, Retail Business and Office Use, Industrial Use
25 and Medium High Density Residential Use. Project uses would be
26 oriented around the University campus with a strong connection of
27 uses. This alternative would be consistent with pre-approved

1 development objectives prior to the Project but is not
2 environmentally superior to the Project because it would create
3 more traffic than would the Project in the immediate vicinity,
4 resulting in increased air quality and noise impacts to the
5 Project site. Therefore, this alternative would not meet the
6 Project objectives as set forth in the EIR (EIR 2.9) and is
7 environmentally inferior.

8 c. Alternative 3 - Predominantly Residential with
9 Commercial: This alternative would reflect residential uses in
10 the area surrounding the Project. The University would remain
11 unchanged and residential uses, a blend of detached single-
12 family, mobile home parks and apartments, would be developed
13 throughout the balance of the site, with supporting commercial
14 service and limited retail uses.

15 Findings and Facts in Support: This alternative is not
16 consistent with the City General Plan and unlike the Project,
17 this alternative would not provide sufficient employment
18 opportunities nor allow for University expansion, as envisioned
19 in the General Plan. This alternative does not meet the Project
20 objectives (EIR 2.9) and is not environmentally superior to the
21 Project as it will not result in adverse impacts being reduced to
22 below levels of significance.

23 d. Alternative 4 - Single-Family Detached Residential:
24 This alternative would designate the entire undeveloped area in
25 low to medium density, single-family residential uses. Typical
26 suburban subdivisions, averaging 3-4 dwellings per acre, would
27 occupy the site with attendant public facilities. This would not

1 include multi-family residential development.

2 Findings and Facts in Support: This alternative is not
3 consistent with the City General Plan land use designations for
4 the Project area. This alternative would not achieve the mix of
5 employment uses proposed in the General Plan to aid in balancing
6 the regional jobs-to-housing ratio, nor does it allow for the
7 expansion of the University campus. This alternative is not
8 environmentally superior to the Project and would have similar
9 effects that could not be reduced to a level of insignificance
10 and it does not meet the Project objectives.

11 e. Alternative 5 - Campus Expansion: This alternative
12 would establish a greater relationship for the entire Project
13 site with the University campus by utilizing nearly the entire
14 site for University purposes. This would focus on the
15 development of student housing and academic use of the remaining
16 campus properties for University agricultural purposes.

17 Findings and Facts in Support: This alternative is not
18 consistent with the City General Plan Land Use designations for
19 the Project area, including the employment generation
20 opportunity. This alternative would be inconsistent with the
21 Project objectives of creating a development with substantial
22 employment opportunities and community housing. While this
23 alternative is environmentally superior due to decreased impacts
24 on cultural resources, burrowing owl, wetlands, and air quality,
25 traffic remains impacted and the Project objectives (EIR 2.9) are
26 not met.

27 Section 9: The City Council hereby finds that the

1 Project would have significant, unavoidable impacts on the
2 following areas, described in detail in Section 7 above, Traffic
3 and Circulation (Cumulative) and Air Quality. The City has
4 adopted all feasible mitigation measures with respect to these
5 impacts. While these mitigation measures substantially lessen
6 the impacts in some instances, adoption of the measures will not
7 fully avoid the impacts. The City has examined a reasonable
8 range of alternatives to the Project, and has determined that
9 none of the alternatives both (1) meets Project objectives, and
10 (2) is environmentally preferable to the Project. The City finds
11 that for the reasons set forth below, the general economic,
12 social and or other benefits of the Project outweigh the
13 identified unavoidable significant impacts of the Project. In
14 making this determination, the City has indicated its intention
15 to approve the Project and hereby adopts the following Statement
16 of Overriding Considerations and finds that the Project would
17 have the following substantial social, environmental and economic
18 benefits:

19 a. The proposed Project implements the goals and
20 objectives of the City General Plan for this community.
21 (Riverside General Plan, Section II, B.9 and Section VII)

22 b. La Sierra University is a valuable educational and
23 cultural asset to the City and its citizens. The proposed
24 Project will assure orderly growth and development of the
25 University while assuring the University's continued viability.

26 c. The City views the provision of a variety of housing
27 opportunities, including single-family, multi-family and senior

1 housing, as an important asset to the La Sierra community
2 surrounding the University campus.

3 d. The development of industrial property and expansion
4 of the La Sierra University campus will provide a mix of
5 additional employment opportunities, both short-term construction
6 employment and long-term employment associated with the proposed
7 land uses, to the community.

8 e. The development standards in the Specific Plan will
9 result in a high quality development and will provide
10 landscaping, parkways, sidewalks, medians and other public
11 improvements to benefit the community.

12 f. The realignment of Pierce Street will improve traffic
13 circulation and will result in convenient vehicular access
14 through the City.

15 g. The trail network and paseos in the Specific Plan
16 will provide increased recreational opportunities within the
17 City.

18 h. Implementation of the Specific Plan will protect and
19 preserve important elements of the community's historic past and
20 provide interpretive features for the community.

21 i. Development of the Specific Plan will provide the
22 community with housing and employment opportunities in close
23 proximity to each other which will enhance the quality of life
24 for citizens who are able to reside near their jobs.

25 Section 9: The City Council hereby adopts the La Sierra
26 University Mitigation Monitoring Program, attached hereto as
27 Exhibit A and incorporated herein by this reference, to implement

1 all mitigation measures incorporated as part of the La Sierra
2 University Specific Plan.

3 Section 10: The City Council hereby finds that the
4 locations of documents and other materials which constitute the
5 record of proceedings upon which its decision is based are the
6 City Clerk's office and the Planning Department, and the
7 custodian of such records shall be the City Clerk and the
8 Planning Director, respectively.

9 Any legal challenge to this decision must be made within
10 30 days after the filing of a Notice of Determination by the City
11 pursuant to California Public Resources Code Section 21167.

12 ADOPTED by the City Council and signed by the Mayor and
13 attested by the City Clerk this 17th day of December, 1996.

14
15 
16 Mayor of the City of Riverside

17 Attest:

18 COLLEEN J. NICOL
19 City Clerk of the City of Riverside

20
21 
22 BY: Assistant City Clerk

23
24
25
26
27 KMG/sb
12/20/96

1 I, Colleen J. Nicol, City Clerk of the City of Riverside,
2 California, hereby certify that the foregoing resolution was duly
3 and regularly introduced and adopted at a meeting of the City
4 Council of said City at its meeting held on the 17th day of
5 December, 1996, by the following vote, to wit:

6 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Clifford
7 and Pearson.

8 Noes: None.

9 Absent: Councilmember Thompson.

10 IN WITNESS WHEREOF I have hereunto set my hand and
11 affixed the official seal of the City of Riverside, California,
12 this 17th day of December, 1996.

13 COLLEEN J. NICOL
14 City Clerk of the City of Riverside

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16 BY: *Erin A. Corra*
17 Assistant City Clerk
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LA SIERRA UNIVERSITY MITIGATION MONITORING PROGRAM
 Adopted by the City Council 12/17/96

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<i>HYDROLOGY/GROUNDWATER/ WATER QUALITY</i>		
Prior to site grading, a sampling and testing program for organic pesticides from onsite farm and dairy lands shall be conducted to the satisfaction of the Director of Public Works in order to determine potential concentrations requiring remediation.	Monitoring: Public Works Department	Report on file with the Public Works Department (grading permit file)
Prior to approval of all street improvement plans, the project applicant shall demonstrate to the satisfaction of the Director of Public Works that all on-site public streets include curbs and gutters designed to contain excess flows beyond the capacity of the La Sierra Channel.	Monitoring: Public Works Department	Approved Street Improvement Plans
<i>LAND USE</i>		
The applicant shall submit additional design concepts illustrating that screening landscaping is provided along the western perimeter of subareas 4, 6 and 13 to protect the adjacent existing residential land uses. The concepts contained in the Specific plan for reverse landscaping shall apply.	Monitoring: Planning Department	Adopted Specific Plan
<i>TRAFFIC AND CIRCULATION</i>		
As a condition of approval for the Tentative Tract Maps, the applicant or developer of the specific Plan shall construct the intersection and lane improvements identified in Figure 10 as revised in the Response to Comments to the La Sierra University Specific Plan EIR and shall be required to finance the cost of new traffic signals and modifications to existing traffic signals as necessary. Physical improvements shall occur prior to the demand created by the Specific Plan land uses.	Monitoring: Public Works Department	Subdivision map conditions of approval

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p>An improvement and financial phasing study shall be prepared by a qualified traffic consultant identifying the improvements that are needed according to phased implementation of the Specific Plan. The City Director of Public Works shall approve the improvement and financial phasing plan and require that improvements be installed or bonded prior to implementing subsequent phases.</p> <p>Specific improvements are noted as follows:</p> <ul style="list-style-type: none"> • New Pierce Street at Sierra Vista extension. Provide separate right-turn and left-turn lanes for southeast bound Sierra Vista. Provide a separate northbound left-turn lane and two through lanes in each direction on new Pierce Street. • New Pierce street at Rally Drive. Provide an additional northbound through lane on New Pierce Street. • New Pierce Street at Collett Avenue. Provide separate left-turn lanes for north and southbound New Pierce Street plus two through lanes for both north and southbound traffic. 	Monitoring: Public Works Department	Conditions of approval-discretionary permits.
<p>Prior to approval of tentative parcel or tract maps, the applicant shall be required to pay fees or finance the fair share of the improvement costs at the La Sierra Avenue/La Sierra Avenue and Eastbound SR-91 Ramps intersection. Financing the applicant's fair share would be accomplished in the form of a mitigation fee. The City has determined that the applicant's fair share is 1.13 percent (City's share is 16.7 percent) of the cost of upgrading the La Sierra/SR-91 interchange. The applicant's share (1995 dollars) is estimated to be \$28,967.</p>	Monitoring: Public Works Department	Tract map conditions of approval
AIR QUALITY		

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p>Require that contractors:</p> <ul style="list-style-type: none"> • Use low emission on-site mobile construction equipment; • Maintain equipment in tune, per manufacturer's specifications; • Use catalytic converters on gasoline powered equipment; • Retard diesel engine injection timing by four degrees; • Use reformulated, low emission diesel fuel; • Substitute electric and gasoline powered equipment for diesel powered equipment where feasible; • Where applicable, do not leave equipment idling for prolonged periods; • Curtail (cease or reduce) construction during periods of high ambient pollutant concentrations (i.e., Stage 2 smog alerts). • Configure construction parking to minimize traffic interference; • Provide temporary traffic control during all phases of construction activities to improve traffic flow (e.g., flag person); 	Monitoring: Planning Department	Grading Permits and related files
<p>Fugitive Dust The contractor shall:</p> <ul style="list-style-type: none"> • Spread soil binders on site, on unpaved roads, and in parking areas. • Water the site and the equipment in the morning and evening. 	Planning Department	Grading Permits and related files

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<ul style="list-style-type: none"> • Reestablish ground cover on the construction site through seeding and watering. • Pave on-site haul roads. • Phase grading to prevent the susceptibility of large areas to erosion over extended periods of time • Schedule activities to minimize the amount of exposed excavated soil during and after the end of work periods. • Sweep streets on a daily basis, if silt is carried over to adjacent public thoroughfares or occurs as a result of hauling. • Suspend grading operations during high winds in accordance with Rule 403 requirements. • Wash trucks leaving site. • Maintain a minimum 24 inch freeboard ratio on haul trucks. • Cover payloads on haul trucks using tamps or other suitable means. • Traffic speeds on all unpaved roads to be reduced to 15 mph or less. 	Planning Department	Grading Permits and related files
<ul style="list-style-type: none"> • Where applicable, specify the use of concrete, asphaltic cement, or emulsified asphalt. Avoid cut-back asphalt wherever feasible. 	Voluntary	Project design

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<ul style="list-style-type: none"> Consider the use of high volume low pressure or manual application of paints and coatings on structures. Where applicable, use pre-finished or pre-primed, sanded wood molding and trim products, and pre-primed wallboard. Where applicable, specify the use of low VOC paints and coating now offered by many of the major brands (e.g., Frazee) Where applicable, specify the use of non-polluting, powder coating operations and powder coated metal products. When possible, specify the use of natural finishes, such as brick, clay tile, and uncoated concrete. 	Voluntary	Project design
<p>Consideration shall be given to the implementation of transportation demand management measures. Such measures shall include:</p> <ul style="list-style-type: none"> Coordinating transit service to the development through provision of bus stops, transit stops, shuttle stops, bus shelters and turnouts, and bicycle/transit interface. 	Planning Department	Conditions of Approval for discretionary permits/ approved site plans
<ul style="list-style-type: none"> Large-scale developers shall comply with the terms of the City's Transportation Demand Management Ordinance. 	Planning Department	Building Permit
<p>Additionally, the City shall encourage businesses to adopt the following measures, where applicable:</p> <ul style="list-style-type: none"> Ensure efficient parking management. 	Planning Department	Discretionary Permits

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<ul style="list-style-type: none"> • Encourage employers to provide dedicated parking spaces with electrical outlets for electric vehicles. • Establish peripheral park and ride lots. • Where applicable, provide preferential parking to high occupancy vehicles and shuttle services. • Where applicable, provide preferential parking to high occupancy vehicles and shuttle services. • Charge parking lot fees to low occupancy vehicles. • Promote transportation management associations (TMAs). • Subsidize efficient methods of mass transportation. • Encourage employers to establish telecommuting programs, video-conferencing facilities alternate work schedules, and satellite work centers. • Work with the City/developers/citizens in the region to implement transportation demand management (TDM) goals. 	Planning Department	Discretionary Permits
<p>All developers shall provide mitigation for secondary source emissions (i.e., emissions associated with stationary sources within the development) inclusive of, but not limited to, the measures listed below. The measures listed below are suggested for incorporation into subsequent projects; they are not mandatory unless otherwise required by separate regulations.</p>	Voluntary	Project design

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<ul style="list-style-type: none"> State of California Title 24 regulations for energy efficient design shall be implemented. Energy costs shall be included in the capital expenditure analyses. Appropriate passive solar design shall be incorporated.. Electricity distribution losses shall be minimized Installed lighting loads shall be limited. Lamps that give the highest light output per watt of electricity consumed shall be installed where feasible. The applicant is encouraged to install mechanical systems or equipment controlled with time clocks or computer systems. Lighting system heat or process heat for space heating during cool weather, and exhaust this heat via ceiling plenums during warm weather shall be recycled. Cascade ventilation air from high priority (occupied spaces) areas to low priority (corridors, equipment, and mechanical spaces) areas before being vented outdoors. The use of electric yard maintenance equipment through the placement of exterior outlets both front and rear, for all single family dwellings shall be facilitated. 	<p>Building Division</p> <p>Voluntary</p>	<p>Building permits</p> <p>Project design</p>

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<ul style="list-style-type: none"> Installation of electrical outlets in residential garages for the proliferation of electric vehicles shall be encouraged. 	Voluntary	Project design
<i>NOISE</i>		
Grading and construction shall be limited to the hours of 7:00 a.m. to 6:00 p.m. on Monday through Friday, and prohibited on weekends and major holidays, except for emergencies. .	Planning Department	Grading and Building Permits
Construction access routing shall minimize construction truck traffic past existing noise sensitive uses	Planning Department	Grading and Building Permits
Any grading within 500 feet of school grounds shall be performed when school is not in session.	Planning Department	Letter in Grading Permit File
The contractor shall be required to equip all construction vehicles and equipment with functioning and properly maintained muffler systems.	Planning Department	Grading Permit
The contractor shall ensure that noisy operations such as stockpiling, equipment maintenance, and/or vehicle staging on site occur as far as reasonably practicable from noise sensitive receptors.	Planning Department	Grading Permit
The contractor shall ensure that, to the greatest extent feasible, the noisiest operations are arranged to occur together in the construction program to avoid continuing periods of greater annoyance.	Planning Department	Grading Permit

Mitigation Measure	Monitoring Responsibilities	Documentation
<p>Prior to approval of tentative tract maps in the subareas adjacent to Collett Avenue, the project proponent shall prepare and submit an acoustical study, that addresses sensitive receptors along Collett Avenue, to the City of Riverside Planning Department. The acoustical study shall verify that noise levels are within the City noise standard of 60 DBA CNEL in private outdoor living areas and 45 DBA CNEL in habitable interior living areas for the Collett Avenue sensitive receptors. The acoustical study shall identify project related impacts on existing sensitive receptors only along Collett Avenue, and recommend mitigation measures, as needed. Potential mitigation measures include establishing sufficient setbacks, the construction of noise barriers and/or the installation of acoustically rated windows (such as laminated glass or double-pane windows) at sensitive receptors adjacent to Collett Avenue.</p>	<p>Planning Department</p>	<p>CEQA documentation prepared for tract maps</p>
<p><i>BIOLOGICAL RESOURCES</i></p>		
<p>Prior to grading in areas that would result in the disturbance of burrowing owl habitat, all burrowing owls shall be relocated off-site. Off-site habitat must be suitable burrowing owl habitat, as defined in the <i>Burrowing Owl Survey Protocol</i>, and the site approved by CDFG. Land should be purchased and/or placed in a conservation easement in perpetuity, and managed to maintain suitable habitat. The following off-site mitigation requirements have been developed by the California Burrowing Owl Consortium. They recommend the use of one of the following ratios for off-site habitat replacement:</p> <ol style="list-style-type: none"> 1. Replacement of occupied habitat with off-site occupied habitat: 1.5 times 6.5 acres (9.75 acres) per pair or single bird. 2. Replacement of occupied habitat with habitat contiguous to currently occupied habitat: 2 times 6.5 acres (13.0 acres) per pair or single bird. 	<p>Planning Department</p>	<p>Written verification prior to grading permit issuance.</p>

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
3. Replacement of occupied habitat with suitable unoccupied habitat: 3 times 6.5 acres (19.5 acres) per pair or single bird.	Planning Department	Written verification prior to grading permit issuance.
Prior to grading, additional studies shall be undertaken to determine the numbers and sizes of family groups of the burrowing owl on the project site in order to determine the amount of habitat to be replaced. Surveys shall be undertaken by a qualified biologist and conducted according to the protocols developed by the California Burrowing Owl Consortium (1993).	Planning Department	Written verification prior to grading permit issuance.
To avoid direct take of the burrowing owl individuals on site, owls should be excluded from burrows in the immediate impact zone and within a 50 meter (approximately 160 feet) buffer zone by installing one-way doors in burrow entrances. One-way doors should be left in place 48 hours to ensure owls have left the burrow before excavation and destruction of the burrow. All activities specified herein shall be undertaken by a qualified biologist.	Planning Department	Report from biologist on file prior to grading permit issuance.
Until the burrowing owls are removed from the site, any site activity that involves site disturbance, including grading activities, shall be prohibited during the burrowing owl nesting season (February 1 through August 31). Exceptions to this prohibition will be permitted only upon written authorization from the California Department of Fish and Game indicating that the birds have not begun egg-laying and incubation or that juveniles from those burrows are foraging independently and capable of independent survival at an earlier date.	Planning Department	Report from biologist on file prior to grading permit issuance.
The applicant shall obtain DFG and U.S. Corp of Engineers approval for disruption of the wetland habitat. Final mitigation requirements will be established by these agencies.	Planning Department	Copies of permits in grading permit file.
<i>PARK AND RECREATION</i>		

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
The developer(s) shall be responsible for the payment of local park fees in accordance with City requirements. Turn-key park facilities may be provided in lieu of fee payment as negotiated with the City at time of development	Planning/Park and Recreation Departments	Conditions of approval/discretionary permits.
Regional park demands shall be mitigated in through a combination of joint use of the University's athletic fields and payment of regional/reserve park fees, subject to Park and Recreation Department approval.	Planning/Park and Recreation Departments	Conditions of approval/discretionary permits
The applicant shall execute an agreement with the City Park and Recreation Department which places the burden for trail/paseo, medians, enhanced parkway landscaping along the new alignment of Pierce Street, reverse frontage parkways, street trees, and entrance gateways (Type A, Type B, Type C), and the "landmark" or pocket park for the Silos maintenance responsibility on the Specific Plan developer(s). Maintenance costs may be provided by a project-wide homeowner's association, or other means acceptable to the City of Riverside.	Planning/Park and Recreation Departments	Conditions of approval/discretionary permits
The pedestrian bridge proposed in the Specific Plan shall be constructed to City approval by the project applicant for the purpose of completing the paseo network extending from the University athletic fields, over the La Sierra Storm Channel, to the McAuliffe Elementary School and Rancho Loma Park.	Planning/Park and Recreation/Public Works Departments	Conditions of approval/discretionary permits
The applicant shall be responsible for design and installation of the multipurpose recreational trail located within the project's boundaries in accordance with City standards.	Planning/Park and Recreation Departments	Conditions of approval/discretionary permits
<i>CULTURAL RESOURCES</i>		

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<u>Archeological</u> Both RIV-5498 and RIV-5499 will be enclosed by fencing prior to any construction activities within a 50' radius to assist in protecting them from construction impacts.	Planning Department	Site plans/grading plans
In the event grading or construction is proposed within the 50 foot radius, a minimum test level program executed by a SOPA-certified (Society of Professional Archaeologists) should be implemented to determine if any more resources exist prior to the issuance of any grading or building permits. This would include shovel test pits (STPs) to determine the presence of any subsurface deposit. If the STPs contain culturally related material, one to two 1x1 meter excavation units would be excavated. A report summarizing the results of the excavation will be submitted as part of the testing program.	Planning Department	Archeologist report on file prior to grading permit issuance.
Prior to the issuance of any grading for building permits, the applicant shall submit written evidence to the City of Riverside Planning Department that a qualified (SOPA-certified) archaeologist has been retained to conduct monitoring during all grading activities in the vicinity of both identified sites. The City of Riverside Planning Department shall approve the selected archaeologist. If grading proceeds and any cultural resources are encountered, all construction work in the vicinity, as defined by the on-site archaeologist, shall be halted and the resources shall be evaluated in accordance with federal, state, and local laws.	Planning Department	Copy of contract- in grading/building permit file(s)
<u>Historic (Hole Ranch)</u> Prior to the issuance of any demolition or building permit, the applicant shall cause to be completed documentation of the entire site according to Level 1, HABS/HAER Standards, subject to review and approval of the Planning Director. Once approved, three copies of the final HABS/HAER report and accompanying photographs and drawings shall be submitted to the Planning Department.	Planning Department	Final HABS/HAER report

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
Prior to the implementation of the La Sierra University Specific Plan, i.e., prior to approval of any tract maps, conditional use permits, or any other discretionary permits, the applicant shall cause to be completed a minimum of six oral histories of individuals whose remembrances would contribute to the historical record of the Hole Ranch. The oral histories shall be performed by a qualified historian, the selection of which shall be approved by the Planning Director, whom shall also approve the final transcripts of these histories.	Planning Department	Copies of final documentation
Prior to the implementation of the La Sierra University Specific Plan, i.e., prior to approval of any tract maps, conditional use permits, or any other discretionary permits, Section 5.0 of the Specific Plan shall be amended to include a coordinated interpretative program for the entire Specific Plan site subject to the approval of the Planning Director, in cooperation with the Riverside Arts Foundation, and the Riverside Municipal Museum.	Planning Department	Amended Specific Plan
The program shall depict in words, images, graphics, and plant materials the heritage of the Gabriellino and Serrano Native American Indians, the Rancho La Sierra Sepulveda, the Hole Ranch, and the expansion of La Sierra University. The interpretative program will be designed to work with the land use, circulation, and design standards as detailed in the proposed Specific Plan, paying particular attention to the proposed paseo system. The interpretative program will not be limited to the previously listed media, and will be based on existing historical and archeological research, the above-reference oral histories, and supplementary archival research. If determined feasible in the preservation study discussed below, the silos will serve as part of this program.	Planning Department	Amended Specific Plan

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
The four concrete silos and their surrounds that stand closest to the intersection of Pierce Street and Collett Avenue shall be restored, stabilized, and preserved <i>in situ</i> . Prior to the implementation of the Specific Plan, i.e., prior to approval of any tract maps, conditional use permits, or any other discretionary permits, the applicant shall cause to be undertaken a preservation and restoration study by a building conservation specialist, the scope and the final product of which shall be approved by the Planning Director. This study at a minimum will determine the most sensitive methods of preserving the lettering on the two street-facing silos; the structural soundness of the silos; any seismic stabilization work necessary to ensure the preservation of the silos; any protective measures required for the silo during construction activities; and the feasibility of utilizing the silo cluster as part of the coordinated interpretive program.	Planning Department	Final restoration study and discretionary permit conditions of approval/ site plan
The recommendations of this study shall be carried out prior to the issuance of any demolition, grading, or building permit for the silos and the area within a 200' radius of these structures.	Planning Department	Final restoration study and discretionary permit conditions of approval/ site plan.
Prior to the adoption of the La Sierra University Specific Plan, the remaining farm-related equipment will be evaluated by a qualified curator, as approved by the Planning Director. If it is determined in this evaluation process that the artifacts are valuable to the historical understanding of the site, they will be incorporated into the interpretative program or donated to a professionally curated local museum, historic site, or similar repository.	Planning Department	Report on file with Planning Department.

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p><u>Historic (campus)</u> The following buildings shall be preserved due to their individual eligibility for designation. These buildings may be altered or adaptively reused subject to rehabilitation provisions. Relocated buildings are subject to relocation provisions. Building 16 Gladwyn Hall Building 18 Health Services (may be relocated) Building 19 Hole Memorial Auditorium Building 20 La Sierra Hall Building 23 Palmer Hall Building 31 San Fernando Hall Building 37 South Hall Building 38 Student Cottages (may be relocated) None of these buildings shall be demolished or relocated (except as noted above) without further environmental assessment as may be required by law. If necessary, Buildings 18 and 38 may be relocated in accordance with a plan for relocation reviewed and approved by the Cultural Heritage Board or its staff.</p>	<p>Planning Department</p>	<p>Site plans/ Discretionary permit conditions of approval.</p>
<p>The following buildings, while not individually eligible for designation, contribute to the significance of the District. Retention, rehabilitation and reuse of the these buildings shall be a priority. Building 1 Administration Building 3 Ambs Hall Building 5 Angwin Hall Building 7 Calkins Hall Building 22 Matheson Chapel Building 26 Post Office Replacement of any of these Contributors shall only occur where it is not feasible to upgrade and/or expand an existing contributor for continued use.</p> <p>The following factors shall be considered in assessing the feasibility of continued use or reuse:</p>	<p>Planning Department</p>	<p>Site plans/ Discretionary permit conditions of approval.</p>
	<p>Planning Department</p>	<p>Conditions of approval/staff reports</p>

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<ol style="list-style-type: none"> 1. Architectural and technical issues which may impact feasibility such as structural integrity, remediation of hazardous materials, code compliance, disabled access, and fire-life safety requirements. In these determinations, the provisions of the State Historical Building and Safety Code shall be considered; 2. Programmatic and facilities requirements for the operational needs of the University to allow viable continued use of the District as an educational institution; 3. The cost of rehabilitation relative to the cost of new construction. In determining overall economic feasibility, the value of any local, state or federal preservation incentives and funding sources. 		
<p>If retention of any other Contributor at its present site is not feasible, it may be relocated if the Cultural Heritage Board or its staff finds that: relocation is necessary for preservation; the significance and integrity of the District is not substantially impaired by the relocation of the Contributor; and the relocation conforms with the relocation guidelines, or is otherwise proposed for relocation in an appropriate manner.</p> <p>Guidelines for relocation are as follows:</p> <ol style="list-style-type: none"> 1. Relocate the Contributor in an appropriate setting in order to retain its integrity of scale, design, materials, feeling and association; 2. The new location must be of sufficient size and appropriate character to recall the basic qualities of the historic environment.; 	Planning Department	Conditions of approval/staff reports

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p>3. A relocated Contributor must still have an orientation, setting and general environment that is comparable, to the extent feasible, to those of the historic location and are compatible with the property's significance.</p>		
<p>Should it be determined that preservation is not feasible, demolition of any of these Contributors may be allowed if through the CEQA process it is determined that the project would not cause a substantial adverse change in the significance of the historic district.</p>	Planning Department	Final CEQA documentation- Negative Declaration or EIR
<p>Any demolition permit will be processed according to established CEQA procedures, in particular those specified in Section 20.30.042 of the City of Riverside Municipal Code. In addition to the previously identified factors for the feasibility of use or reuse, the City shall weigh the building's specific and collective significance to the La Sierra University and the City as a whole.</p>	Planning Department	Final CEQA documentation- Negative Declaration or EIR
<p>To ensure that new construction within the District is compatible with the historic character of the district, plans for new construction shall be based on the following principles:</p> <ol style="list-style-type: none"> 1. The selection of sites for new construction shall minimize any adverse impact on the Contributors; 2. Within the crescent portion of the District which comprises the original campus plan, new permanent buildings, structures, and features shall be sited to retain the existing pattern of development (i.e., circulation patterns, landscaping and building lines and heights); 	Planning Department	Design Review Approval

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p>3. New permanent buildings, structures, and features within the District shall be compatible with the existing architecture of District Contributors with respect to scale, height, and massing.</p>		
<p>Plans for rehabilitation, repair and maintenance of Contributing and Preserved Buildings shall be based on the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Structures or design guidelines for the District approved by the Cultural Heritage Board. Rehabilitation plans shall be submitted to the Cultural Heritage Board or its staff for review and approval. Removal of non-contributing additions and inappropriate alterations is encouraged.</p>	Planning Department	Design Review Approval
<p>New additions, if any, shall be compatible with the historic character of the building (Contributor or Preserved) and shall be based on the following:</p> <ol style="list-style-type: none"> 1. New additions should be designed and constructed so that the exterior character-defining features of the historic buildings are not radically changed, obscured, damaged, or destroyed in the process of rehabilitation. To the extent feasible, new additions shall be reversible; 2. New design should always be compatible yet clearly differentiated so that the addition does not appear to be historic; 3. Design for the new work may be contemporary or may reference design motifs from historic building. 4. The new design should be compatible in terms of mass, materials, relationship of solids to voids, and colors. 	Planning Department	Design Review Approval

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p>To assist the public and interested parties in understanding the historic associations of the District, including its role in the history of educational institutions in the Inland Empire and its association with the Seventh-day Adventist Church, an interpretative program shall be developed with the assistance of a qualified historic preservation professional. This program could include signage, plaques, historic photographs and other displays and exhibits; and published information in the form of brochures or pamphlets. The program will be coordinated with the remainder of the Specific Plan area, as specified in the Mitigation Measures associated with the Former Hole Ranch Headquarters.</p>	Planning Department	Approved Interpretative Program
<p>An Historic Structures Report shall be prepared for any Contributing Buildings proposed for demolition as part of the project. It shall document the significance and physical condition of the Contributing Buildings, both historic and current, photographs, written data, and text. The report shall be completed by a qualified consultant approved by the Planning Director of the City of Riverside.</p> <p>The documentation shall include:</p> <ol style="list-style-type: none"> 1. A brief written historic and descriptive report shall be completed in narrative format, including an architectural data form for each Contributing Building; 2. A site plan on 8 ½" x 11" paper showing the location of the building should be included. This site plan shall includes a photo-key; 3. A sketch floor plan on 8 ½" x 11" paper shall accompany each architectural data form. 	Planning Department	Final report on file with the Planning Department

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
<p>4. Large format (4" x 5" or larger negative size) photographs in accordance with HABS guidelines. Views shall include several contextual views, all exterior elevations, detailed views of significant exterior architectural features, and interior views of significant historical architectural features or spaces (if any).</p> <p>5. Filed photographs (35mm) based on HABS guidelines. Views as detailed in large format photographs.</p> <p>6. Archival stable reproductions of any available significant historic plans, construction drawings, and photographs.</p> <p>7. Archival copies of the documentation shall be submitted to the City of Riverside and on-site archives at La Sierra University.</p> <p>Details such as the number of copies and specific recordation requirements will be further defined by the Planning Director, as necessary.</p>	Planning Department	Final report on file with the Planning Department
<i>EARTH RESOURCES</i>		
<p>Prior to issuance of a construction permit or approval of a grading plan, the applicant shall utilize a qualified geotechnical engineer/registered geologist to conduct tests to determine the potential for liquefaction. In areas within the site are determined to be liquefiable, these areas may require additional measures to eliminate the liquefaction hazards, including deepened foundations or additional ground improvement. The liquefaction tests and recommendations shall be submitted for review and approval to the City Engineer.</p>	Building Division/Public Works Department	Grading Permit/Building Permit Files

<i>Mitigation Measure</i>	<i>Monitoring Responsibilities</i>	<i>Documentation</i>
Prior to issuance of a construction permit or approval of a grading plan, the applicant shall utilize a qualified geotechnical engineer/registered geologist to conduct a comprehensive geotechnical evaluation for all areas within the Specific Plan boundaries that are subject to development improvements. The comprehensive geotechnical evaluation shall be submitted for review and approval to the City Engineer.	Building Division/Public Works Department	Grading Permit/Building Permit Files
Prior to issuance of building permits, evidence shall be provided to the satisfaction of the Director of Planning/Building Official that all project buildings conform to the seismic design standards contained in Chapter 23 of the most current Uniform Building Code (UBC).	Building Division	Building Permit Files
<i>SCHOOLS</i>		
Specific Plan requires total compensation to Alvord Unified School District not to exceed 4.5 million dollars, including the dedication of a 10 acre school site. Therefore, no school mitigation is required.	NA	NA

RESOLUTION NO. 19033

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE **RIVERSIDE MARKETPLACE SPECIFIC PLAN** OF THE RIVERSIDE GENERAL PLAN BY AMENDING SECTION 4 OF SAID SPECIFIC PLAN BY AMENDING PARAGRAPHS 4.2.1.1, 4.2.2.1, 4.2.3.1, 4.2.4.1, 4.2.6.1 AND 4.2.9.1 OF SUBSECTION 4.2 THEREOF ESTABLISHING SUB-AREA DEVELOPMENT STANDARDS IN ORDER TO REQUIRE A CONDITIONAL USE PERMIT TO ESTABLISH A BUS TERMINAL.

WHEREAS the City Council of the City of Riverside has established standards and guidelines for development within the approximately 200 acres of land bounded by Third Street on the north, State Route 91 (Riverside Freeway) on the west, Fourteenth Street on the south, and a line approximately 100 feet easterly of Park Avenue on the east by adding the **Riverside Marketplace Specific Plan** to the Riverside General Plan; and

WHEREAS the Riverside Marketplace Specific Plan has been amended from time to time; and

WHEREAS the Riverside Marketplace Specific Plan now contains nine planning areas encompassing business park, public utilities, industrial, mixed use, neighborhood/retail, residential, retail and park land uses; and

WHEREAS each of these planning areas has special land use and design standards which supersede the underlying zoning designations and the overall policies of the General Plan; and

WHEREAS on September 24, 1996, the City Council of the City of Riverside adopted Ordinance No. 6320 amending Title 19 of the Riverside Municipal Code to allow a bus terminal in the General Commercial (C-3) and General Manufacturing (M-2) Zones subject to the granting of a conditional use permit and compliance with

1 special design standards; and

2 WHEREAS the only specific plan which currently permits a
3 bus terminal as a matter of right is the Riverside Marketplace
4 Specific Plan; and

5 WHEREAS an amendment to the Riverside Marketplace Specific
6 Plan was initiated in Case SP-002-967 to require a conditional use
7 permit for a bus terminal in the subareas that currently permit
8 such a terminal as a matter of right; and

9 WHEREAS the Planning Commission of the City of Riverside,
10 California, advertised for and held a public hearing on December 5,
11 1996, to consider the proposed amendment to the Riverside
12 Marketplace Specific Plan of the Riverside General Plan (Case SP-
13 002-967); and

14 WHEREAS following the close of the public hearing and after
15 considering the oral and written reports and any testimony, whether
16 oral or in writing, presented at the public hearing, the Planning
17 Commission determined that the approval of Case SP-002-967 will not
18 have a significant effect on the environment and recommended that
19 the City Council of the City of Riverside adopt a Negative
20 Declaration and further recommended to the City Council that Case
21 SP-002-967 be approved; and

22 WHEREAS the City Council of the City of Riverside,
23 California, advertised for and held a public hearing on January 7,
24 1997, to consider Case SP-002-967;

25 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
26 City of Riverside, California, that the City Council finds and
27 resolves as follows:

1 Section 1: It is in the public interest to amend the
2 **Riverside Marketplace Specific Plan** of the Riverside General Plan
3 as more particularly described in Section 3 below.

4 Section 2: The amendment to the **Riverside Marketplace**
5 **Specific Plan** as described in Section 3 below will not have a
6 significant effect on the environment, and a negative declaration
7 for the project is hereby adopted.

8 Section 3: That Subsection 4.2 of Section 4 of the
9 **Riverside Marketplace Specific Plan** of the Riverside General Plan
10 is hereby amended as follows:

11 (a) Paragraph 4.2.1.1 for the **CENTRAL MARKETPLACE SUB-AREA**
12 is hereby amended to read as follows:

13 **"4.2.1.1 Land Uses**

14 The following sections discuss land uses which are
15 permitted, conditional and prohibited within the Central
Marketplace sub-area of the Specific Plan.

16 **Permitted Uses**

17 The following uses are permitted within this land use area:

- | | |
|--------------------|--|
| 18 Retail | •Building supplies and sales |
| | •Business supply retail |
| 19 | •Convenience sales |
| | •General retail (indoor) |
| 20 | |
| 21 Office | •Administrative and professional offices |
| | •Research and development offices |
| 22 | |
| 23 Lodging | •Hotels |
| 24 | |
| 25 Services | •Automotive rental |
| | •Business support services |
| 26 | •Eating and drinking |
| | •Health club |
| 27 | •Medical and health care services |
| | •Movie theater |
| | •Passenger train terminal |
| | •Personal services |
| | •Parking lots & structures |

1 **Civic/Cultural Facilities**

- 2 •Civic services
3 •Cultural facilities

4 **Conditional Uses**

5 The following uses may be located within this land use area
6 if a Conditional Use Permit is granted by the City of
7 Riverside in accordance with Section 19.64, Conditional Use
8 Permit/Variance.

- 9 •Automotive service station
10 •Day care center
11 •Recreational facilities
12 •Repair services
13 •Bus terminals subject to the development
14 standards of Section 19.36.020 (17)

15 **Prohibited Uses**

16 Uses not listed as permitted or conditional within this
17 document shall be considered prohibited. The Planning
18 Commission may judge that other uses which are similar to,
19 and compatible with other enumerated uses may be permitted
20 in the Central Marketplace area."

21 (b) Paragraph 4.2.2.1 for the **MARKETPLACE NORTH SUB-AREA**
22 is hereby amended to read as follows:

23 **"4.2.2.1 Land Uses**

24 The following sections discuss land uses which are
25 permitted, conditional and prohibited with the Marketplace
26 North sub-area of the Specific Plan.

27 **Permitted Uses**

28 The following uses are permitted within this land use area:

- 29 **Retail** •Building supplies and sales
30 •Business supply retail
31 •Convenience sales
32 •General retail (indoor)
33 •Highway commercial/showroom
34 **Office** •Administrative and professional offices
35 •Research and development offices
36 **Lodging** •Hotels
37 **Services** •Automotive rental
38 •Business support services

1 **Services (continued)**

- 2 •Eating and drinking
3 •Health club
4 •Medical and health care services
5 •Movie theater
6 •Passenger train terminal
7 •Parking lots & structures
8 •Personal services

9 **Industrial/Manufacturing**

- 10 •Research and development laboratory
11 •Publishing and printing

12 **Civic/Cultural Facilities**

- 13 •Civic services
14 •Cultural facilities

15 **Conditional Uses**

16 The following uses may be located within this land use area
17 if a Conditional Use Permit is granted by the City of
18 Riverside in accordance with Section 19.64, Conditional Use
19 Permit/Variance.

- 20 •Automotive service station
21 •Day care center
22 •Manufacturing
23 •Recreational facilities
24 •Repair services
25 •Wholesale distribution
26 •Warehousing/storage
27 •Bus terminals subject to the development
 standards of Section 19.36.020(17)

28 **Prohibited Uses**

29 Uses not listed as permitted or conditional within this
30 document shall be considered prohibited. The Planning
31 Commission may judge that other uses which are similar to,
32 and compatible with other enumerated uses may be permitted
33 in the Marketplace North area."

34 (c) Paragraph 4.2.3.1 for the **MARKETPLACE SOUTH SUB-AREA**
35 is hereby amended to read as follows:

36 **"4.2.3.1 Land Uses**

37 The following sections discuss land uses which are
38 permitted, conditional and prohibited with the Marketplace
39 South sub-area of the Specific Plan.

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document shall be considered prohibited. The Planning Commission may judge that other uses which are similar to, and compatible with other uses enumerated may be permitted in the Marketplace South area."

(d) Paragraph 4.2.4.1 for the **NEIGHBORHOOD MARKETPLACE SUB-AREA** is hereby amended to read as follows:

"4.2.4.1 Land Uses

The following sections discuss land uses which are permitted, conditional and prohibited with the Neighborhood Marketplace sub-area of the Specific Plan.

Permitted Uses

The following uses are permitted within this land use area:

Retail •Building supplies and sales
 •Business supply retail
 •Convenience sales
 •General retail (indoor)

Office •Administrative and professional offices
 •Research and development offices

Lodging •Hotels

Services •Automotive rental
 •Business support services
 •Eating and drinking
 •Health club
 •Medical and health care services
 •Movie theater
 •Passenger train terminal
 •Parking lots & structures
 •Personal services

Civic/Cultural Facilities

 •Civic services
 •Cultural facilities

Conditional Uses

The following uses may be located within this land use area if a Conditional Use Permit is granted by the City of Riverside in accordance with Section 19.64, Conditional Use Permit/Variance.

 •Automotive service station
 •Day care center

1 **Conditional Uses** (continued)

- 2 •Recreational facilities
3 •Repair services
4 •Bus terminals subject to the development
5 standards of Section 19.36.020 (17)

6 **Prohibited Uses**

7 Uses not listed as permitted or conditional within this
8 document shall be considered prohibited. The Planning
9 Commission may judge that other uses which are similar to,
10 and compatible with other uses enumerated may be permitted
11 in the Neighborhood Marketplace area."

12 (e) Paragraph 4.2.6.1 for the **MARKETPLACE INDUSTRIAL PARK**
13 **SUB-AREA** is hereby amended to read as follows:

14 **"4.2.6.1 Land Uses**

15 The following sections discuss land uses which are
16 permitted, conditional and prohibited with the Marketplace
17 Industrial Park sub-area of the Specific Plan.

18 **Permitted Uses**

19 The following uses are permitted within this land use area:

- 20 **Retail** •Building supplies and sales
21 •Business supply retail
22 •Convenience sales
23 •General retail (indoor)
24 •Highway commercial/showroom
25 **Office** •Administrative and professional offices
26 •Research and development offices

- 27 **Services** •Business support services
 •Eating and drinking
 •Medical and health care services
 •Passenger train terminal
 •Parking lots & structures
 •Personal services

28 **Industrial/Manufacturing**

- 29 •Manufacturing
30 •Publishing and printing
31 •Research and development laboratory
32 •Warehousing/storage
33 •Wholesale distribution

34 **Civic/Cultural Facilities**

- 35 •Civic services

1 **Civic/Cultural Facilities** (continued)

- 2 •Cultural facilities

3 **Conditional Uses**

4 The following uses may be located within this land use area
5 if a Conditional Use Permit is granted by the City of
6 Riverside in accordance with Section 19.64, Conditional Use
7 Permit/Variance.

- 8 •Ancillary to a permitted industrial use
9 •Automotive service station
10 •Day care center
11 •Recreational facilities
12 •Repair services
13 •Bus terminals subject to the development
14 standards of Section 19.36.020(17)

15 **Prohibited Uses**

16 Uses not listed as permitted or conditional within this
17 document shall be considered prohibited. The Planning
18 Commission may judge that other uses which are similar to,
19 and compatible with other uses enumerated may be permitted
20 in the Marketplace Industrial Park area."

21 (f) Paragraph 4.2.9.1 for the **MARKETPLACE URBAN INDUSTRIAL**
22 **PARK SUB-AREA** is hereby amended to read as follows:

23 **"4.2.9.1 Land Uses**

24 The following sections discuss land uses which are
25 permitted, conditional and prohibited with the Marketplace
26 Urban Industrial sub-area of the Specific Plan.

27 **Permitted Uses**

The following uses are permitted within this land use area:

- Office** •Administrative and professional offices
•Research and development offices

Commercial

- For property in the M-2 zone only: general
retail

Services

- Business support services
•Eating and drinking
•Medical and health care services
•Passenger train terminal
•Parking lots & structures
•Personal services

1 **Industrial/Manufacturing**

- 2 •Fruit and vegetable packing plan
3 •Publishing and printing
4 •Research and development laboratory
5 •Warehousing/storage
6 •Wholesale distribution

7 **Civic/Cultural Facilities**

- 8 •Civic services
9 •Cultural facilities

10 **Conditional Uses**

11 The following uses may be located within this land use area
12 if a Conditional Use Permit is granted by the City of
13 Riverside in accordance with Section 19.64, Conditional Use
14 Permit/Variance.

- 15 •Ancillary to a permitted industrial use
16 •Day care center
17 •Recreational facilities
18 •Repair services
19 •Bus terminals subject to the development
20 standards of Section 19.36.020(17)

21 **Prohibited Uses**

22 Uses not listed as permitted or conditional within this
23 document shall be considered prohibited. The Planning
24 Commission may judge that other uses which are similar to,
25 and compatible with other uses enumerated may be permitted
26 in the Marketplace Urban Industrial area."

27 Section 4: That the amendment in Case SP-002-967 adopted
by this resolution shall be noted in the Riverside Marketplace
Specific Plan previously adopted and amended by the City Council of
the City of Riverside.

ADOPTED by the City Council and signed by the Mayor and
attested by the City Clerk this 7th day of January, 1997.



Mayor of the City of Riverside

Attest:



City Clerk of the City of Riverside

1 I, Colleen J. Nicol, City Clerk of the City of Riverside,
2 California, hereby certify that the foregoing resolution was duly
3 and regularly introduced and adopted at a meeting of the City
4 Council of said City at its meeting held on the 7th day of
5 January, 1997, by the following vote, to wit:

6 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Clifford,
7 Thompson and Pearson.

8 Noes: None.

9 Absent: None.

10 IN WITNESS WHEREOF I have hereunto set my hand and affixed
11 the official seal of the City of Riverside, California, this
12 day of

13 
14 City Clerk of the City of Riverside
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RESOLUTION NO. 19047

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE LAND USE ELEMENT OF THE RIVERSIDE GENERAL PLAN BY AMENDING THE LAND USE DIAGRAM AND UNIVERSITY COMMUNITY PLAN TO DELETE THE INDUSTRIAL BUSINESS PARK (IBP) LAND USE DESIGNATION FROM APPROXIMATELY .66 ACRE OF LAND AT 3491 IOWA AVENUE ON THE NORTHWEST CORNER OF IOWA AVENUE AND LINDEN STREET AND PLACING THIS PROPERTY IN THE RETAIL BUSINESS AND OFFICE (CBO) LAND USE DESIGNATION.

WHEREAS the Planning Commission of the City of Riverside, California, advertised for and held a public hearing on December 19, 1996 to consider an amendment to the Land Use Diagram of the Riverside General Plan as proposed by Case GP-003-967 and the Planning Commission recommended to the City Council that the General Plan Land Use Diagram be so amended and further recommended to the City Council that a Negative Declaration be adopted and determined that this amendment will not have a significant effect on the environment; and

WHEREAS the City Council of the City of Riverside, California, advertised for and held a public hearing on January 28, 1997 to consider the proposed amendment;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Riverside, California, that the City Council finds as follows:

1. It is in the public interest to amend the Land Use Diagram and the University Community Plan as more particularly described below.

2. That the amendment will not have a significant effect on the environment and that a Negative Declaration is

hereby adopted.

BE IT FURTHER RESOLVED that the Land Use Diagram of the Land Use Element of the Riverside General Plan and the University Community Plan is hereby amended by deleting the Industrial Business Park (IBP) land use designation from an approximately .66 acre of land developed with a single family residence at 3491 Iowa Avenue on the northwest corner of Iowa Avenue and Linden Street and by placing the subject property in the retail Business and Office (CBO) land use designation as shown on Exhibit A, attached hereto and incorporated herein by this reference.

BE IT FURTHER RESOLVED that the amendment adopted by this resolution shall be noted on the Land Use Diagram of the General Plan adopted by the City Council.

ADOPTED by the City Council and signed by the Mayor and attested by the City Clerk this 25th day of February, 1997.


Mayor of the City of Riverside

Attest:


City Clerk of the City of Riverside

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1 I, Colleen J. Nicol, City Clerk of the City of Riverside,
2 California, hereby certify that the foregoing resolution was duly
3 and regularly introduced and adopted at a meeting of the City
4 Council of said City at its meeting held on the 25th day of
5 February, 1997, by the following vote, to wit:

6 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Clifford,
7 Thompson and Pearson.
8

9 Noes: None.

10 Absent: None.

11 IN WITNESS WHEREOF I have hereunto set my hand and
12 affixed the official seal of the City of Riverside, California,
13 this 25th day of February, 1997.

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City Clerk of the City of Riverside
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26 KGG/sa
27 2/12/97

RESOLUTION NO. 19057

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RIVERSIDE, CALIFORNIA, AMENDING THE LAND USE AND TRANSPORTATION ELEMENTS OF THE RIVERSIDE GENERAL PLAN BY ADOPTING THE LA SIERRA UNIVERSITY SPECIFIC PLAN (GP-14-956).

WHEREAS a Specific Plan has been prepared by La Sierra University (GP-14-956) for the future development of the La Sierra University area, which encompasses approximately 531 acres, generally bounded by Pierce Street to the northwest and southwest, a flood control channel to the southeast and Golden Avenue to the northeast, owned primarily by La Sierra University along with other adjacent privately owned parcels; and

WHEREAS this area is characterized by the existing La Sierra University campus, adjacent undeveloped land, and some retail, office and commercial uses; and

WHEREAS the proposed Specific Plan provides for the future expansion of La Sierra University to an enrollment of 5000 students, and the development of surplus University lands with a mix of land uses, including single and multiple family residential, a school site, industrial, commercial and mixed residential/commercial uses in the Specific Plan area; and

WHEREAS the primary goal as stated in the Specific Plan Summary, is "To provide a high quality, attractive, mixed-use development which includes educational, residential, commercial, industrial and recreational uses, all integrated with and enhancing the existing campus environment."; and

WHEREAS the City Council of the City of Riverside authorized the preparation of an Environmental Impact Report

1 (EIR) for the La Sierra University Specific Plan and on December
2 17, 1996 adopted Resolution No. 19025 certifying the Final EIR
3 (EP-44-923) dated June, 1996 for the La Sierra University
4 Specific Plan; and

5 WHEREAS the Planning Commission of the City of Riverside,
6 California, advertised for and held a workshop on June 6, 1996,
7 and a public hearing on June 20, 1996 to consider the La Sierra
8 University Specific Plan (Case GP-14-956), and following the
9 close of the public hearing recommended to the City Council of
10 the City of Riverside that Case GP-14-956 be approved with
11 certain specific modifications; and

12 WHEREAS the City Council of the City of Riverside
13 advertised for a public hearing on October 22, 1996 which was
14 continued to and held on December 17, 1996 to consider the La
15 Sierra University Specific Plan (Case GP-14-956) and following
16 public hearing, approved the La Sierra University Specific Plan
17 subject to specific amendments and changes as recommended by the
18 City Planning Commission and specific amendments set forth in the
19 City Council Minute Action of December 17, 1996, and directed the
20 preparation of the La Sierra University Specific Plan document,
21 to include all approved amendments and changes, with a resolution
22 for adoption by the City Council; and

23 WHEREAS on March 18, 1997, the City Council of the City
24 of Riverside considered the adoption of the La Sierra University
25 Specific Plan dated March 18, 1997;

26 NOW, THEREFORE, BE IT RESOLVED by the City Council of the
27 City of Riverside, California, as follows:

1 I, Colleen J. Nicol, City Clerk of the City of Riverside,
2 California, hereby certify that the foregoing resolution was duly
3 and regularly introduced and adopted at a meeting of the City
4 Council of said City at its meeting held on the 18th day of
5 March, 1997, by the following vote, to wit:

6 Ayes: Councilmembers Beaty, Moore, Defenbaugh, Kane, Clifford
7 and Pearson.

8 Noes: None.

9 Absent: None.

10 Abstained: Councilmember Thompson.

11 IN WITNESS WHEREOF I have hereunto set my hand and
12 affixed the official seal of the City of Riverside, California,
13 this 18th day of March, 1997.

14 Colleen Nicol
15 City Clerk of the City of Riverside
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KG/sa/sb
3/12/97

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CITY OF RIVERSIDE



GENERAL PLAN

RECEIVED
CITY OF RIVERSIDE
SEP 14 1994
ADMINISTRATIVE SERVICES DIVISION

Adopted by City Council - September 13, 1994

Mayor
Ronald Loveridge

City Council

Ward 1 Charles Beaty	Ward 5 Alex Clifford
Ward 2 Ameal Moore	Ward 6 Terri Thompson
Ward 3 Joy Defenbaugh	Ward 7 Laura Pearson
Ward 4 Maureen Kane	

City Manager
John Holmes

Assistant City Manager - Development
Robert Wales

City Planning Commission

Chairperson
James Youden

Joan Blackman	Fin Comer
John Ernsberger	Ronald Green
Therese Matlock	Harry Persaud
Thomas Safford	Murray Schiller

General Plan Update
Citizens' Advisory Committee

Chairperson
Paul Renck

Steve Albright	Dilip Anketell
David Bail	Pauline Brandon
Thomas Brown	Mike Call
Joe Colladay	John Ernsberger
Eric Haley	Roger Luebs
Sigrid Miller-Pollin	Ameal Moore
Barbara Poling	Bill Reeves
Rosanna Scott	Earl Shade
Esteban Soriano	Larry Topham
Mike Van Daele	

Planning Director
Steve Whyld, AICP

Deputy Planning Director
Ken Gutierrez

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Jack Clark, Council Member
Jean Mansfield, Council Member
George Osborne, Council Member
Robert Buster, Council Member
Lawrence Jellinek, City Planning Commissioner
Andres Soto, City Planning Commissioner
Thomas Miller, City Planning Commissioner
Sigrid Miller-Pollin, City Planning Commissioner
B. J. Mylne, City Planning Commissioner
Merle Gardner, AICP - Planning Director
Joan Blackman, Senior Planner

Adopted by City Council
September 13, 1994
Resolution #18572

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1. The City’s natural resources — the Santa Ana River, the hillsides, mountains and arroyos — must remain as integral parts of the community’s physical and aesthetic character and as distinctive visual boundaries separating Riverside from its neighboring communities. II - 4

2. The agricultural heritage of Riverside should be protected. II - 6

3. Downtown Riverside should continue to be the central focus for the City’s commercial, governmental, cultural and arts activities. II - 6

4. Distinctive gateways should clearly identify entrances into this City and help define its limits. II - 6

5. The viability of existing neighborhoods should be preserved and the unique character of each should be enhanced. II - 7

6. Transportation corridors should link neighborhoods and centers within Riverside and should link Riverside with the region surrounding it. II - 7

7. The City intends to accommodate continuing, steady growth that is compatible with the community’s character and resources; however, quality-related goals will be the dominant force influencing decisions related to growth and development. II - 8

8. Diverse employment opportunities should be available to Riverside’s residents and the residents of surrounding communities. II - 8

9. The unique resources of Riverside’s public and non-profit institutions should be the foundation for distinctive cultural, arts, educational and economic centers within the Riverside community. II - 8

10. Riverside will take responsibility for meeting its share of the regional need for affordable housing. II - 9

11. Riverside’s neighborhoods should celebrate diversity and offer residents a full range of choices in housing style, cost and neighborhood character. II - 10

12. Public services and facilities should be provided which are adequate to meet existing and future needs, which are appropriate to serve particular areas within the City, and which are timed to be available when development occurs. II - 10

13. The City will work with others to address environmental and growth management concerns of regional significance. II - 11

14. Outward expansion of the City’s boundaries should occur in a way that applies major planning concepts, such as protection of neighborhood character and adequate service provision, to areas annexed into the City. II - 11

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INTRODUCTION - I



Section I — Introduction



This document is the comprehensive update of the City of Riverside's General Plan. It is a statement of the City's vision of its future and a guide for the development of Riverside to the year 2010.



A. *What is a General Plan?*

A General Plan is a guide for community decision makers. It is a statement of a community's vision for its own future and a road map providing the direction to achieve that vision. The view of the future expressed in the Plan is shaped by basic community values, ideals and aspirations about the best management of the natural and man-made environments.

In addition to defining the community's view of its future, the General Plan describes actions the community can take to achieve that desired future. The Plan uses text and diagrams to establish policies and programs the City may use in addressing the many physical, economic and social issues facing the community. The Plan is thus a tool for managing community change to achieve the desired quality of life.

B. *Why Plan?*

Successful communities don't just happen; they must be continually shaped and guided. A community must actively manage its growth and respond to changing circumstances if it is to meet the needs of its residents. State law supports this belief that communities should plan for the future by requiring cities and counties to adopt General Plans. Section 65300 of the Government Code states:

"Each planning agency shall prepare and the legislative body shall adopt a comprehensive, long-term General Plan for the physical development of the county or city, and of any land outside its boundaries which in the planning agency's judgement bears relation to its planning."

C. *What is in a General Plan?*

State legislation provides a detailed list of issues to be addressed in General Plans. Section 65302 of the Government Code requires that plans address major issues in seven basic areas or elements. The General Plan may be organized in any manner that meets the needs of the community, as long as it addresses the topics specified for these mandatory Elements. The seven Plan Elements required by the general plan laws are:

1. *Land Use Element*

A Land Use Element which designates the proposed general distribution, location, and extent (including standards for population density and building intensity) of the uses of the land for housing, business, industry, open space, education, public buildings, waste disposal facilities, and other categories of public and private use.¹

¹

These and other terms used in this document are defined in the glossary, found in Appendix A (Page X - 2)



2. *Transportation Element*

A Transportation Element consisting of plans for the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other transportation-related facilities.

3. *Housing Element*

A Housing Element consisting of policies and programs for the provision of adequate housing to meet the needs of all economic segments of the community.

4. *Conservation Element*

A Conservation Element for the conservation, development, and utilization of natural resources.

5. *Open Space Element*

An Open Space Element identifying plans and measures for the preservation of open space for natural resources, the managed production of resources, outdoor recreation, public health and safety, and identification of agricultural land.

6. *Noise Element*

A Noise Element which specifies and appraises noise problems in the community, and which establishes standards for identifying noise compatible land uses.

7. *Safety Element*

A Safety Element for the protection of the community from any undue risks related to natural and man-made hazards. The safety element includes mapping of known seismic and other geologic hazards.

In addition to the State-mandated elements, General Plans may include “*any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the ... city.*” (Government Code Section 65303). Riverside’s General Plan addresses air quality, energy, community character, historic preservation and economic development, as well as the topics required in seven mandatory elements described above.

D. What’s in Riverside’s General Plan?

The City of Riverside General Plan contains the state mandated elements and optional elements that apply to an area including all of the City and a portion of Riverside’s Sphere of Influence — a total land area of more than one hundred square miles. This General Plan



Area, illustrated in Exhibit 1 (Page I - 8), was selected because it includes all of the City and the area immediately adjacent to the City that is experiencing the greatest pressures for development and can potentially be provided with City services.²

1. *Ten Major Sections*

The General Plan document is organized in ten (10) major sections.

The first four sections provide the foundation for the policies and recommendations contained in the Plan. The first section is an **Introduction** to the purpose and contents of the Plan. The second section defines the community's **Vision** for its future and discusses the major planning concepts encompassed by the Plan.

The third section provides the **Context for Planning** in Riverside. This section includes a description of Riverside's history, its tradition of creative planning and the growth trends experienced by the community. It also includes an overview of the community today — the natural and man-made environments, the socio-economic conditions, and the existing facilities and services. This section contains projections for regional, subregional and City growth to the year 2010.

The fourth section outlines the **Planning Process**. It includes an overview of the process design, a description of the methods used to obtain community input, a summary of the analysis and research conducted as part of the process, a discussion of the Plan alternatives considered by the City and an explanation of the steps taken to prepare the environmental impact assessment for this Plan.

The next three (3) sections of the Plan organize and integrate the state mandated and optional elements into three major topics: **Resource Conservation, Community Enhancement and Growth Management**. The individual Plan Elements within each section set forth broad community goals, followed by specific policies and a discussion of implementation measures.

The Resource Conservation section contains the Conservation and Open Space Elements. Issues concerning air quality, water quality, natural resources and energy are addressed in the Conservation Element. Riverside's unique geography, climate and extensive automobile use make air quality a particularly important issue to the City. The Open Space Element deals with protection and management of open spaces and agricultural lands. Community concerns about preserving agricultural lands and protecting the steep slopes in the Box Springs Mountain area, Alessandro Heights and Norco Hills are reflected in this section.

The Community Enhancement section addresses a broad range of issues that help shape the health and character of the Riverside community. The

² Exhibit 1 (Page I - 8) also illustrates the City's community areas — smaller areas into which the General Plan Area is divided for purposes of analysis and policy development.



Section I — Introduction

optional Community Character Element is designed to maintain the quality and character of the City's urban environment. It addresses issues of urban design, neighborhood preservation, downtown development and historic preservation. Cultural and social services such as child care, cultural facilities and libraries are also covered in this section. With over 2,055 acres of City park land and a variety of regional parks surrounding Riverside, recreational facilities, scenic routes, trails and paths play important roles in the community's character. Standards for community and neighborhood parks are established to ensure that Riverside will maintain the high level of recreational opportunity currently provided. Finally, this section addresses the vital role of economic development in maintaining a healthy community.

The Growth Management section contains five of the elements required by state law. The Land Use Element provides a framework for both public and private sector development decisions by addressing land use, water and wastewater systems, storm water management, and solid and hazardous waste management. These directives will help Riverside enjoy continuing growth, while retaining its agricultural heritage and promoting a vital downtown core. The Public Safety Element deals with issues concerning police services and the risks from earthquakes, fires and floods. The Housing Element, summarized in this section and included in full in Appendix B (*Under Separate Cover.*), provides for adequate housing to meet the needs of all of Riverside's residents and to provide Riverside's share of housing needed throughout the Southern California Region. The Transportation Element focuses on the community's transportation needs and a variety of ways to provide for those needs. The Noise Element evaluates community noise problems and establishes standards for minimizing their impact.

The eighth section, the **Area Plans** section, summarizes goals and policies addressing special concerns of particular areas within the community.

The ninth section, **Plan Implementation**, addresses the array of specific tools that can be applied to development review, redevelopment, area expansions, special area planning, public investment, community involvement, and the ongoing review or revision of this Plan. Recommendations for the use of these specific tools supplement recommendations in each of the Elements.

The General Plan document concludes with a series of **Appendices** which contain a glossary of terms used throughout the Plan, the complete Housing Element and technical materials used in Plan preparation.

E. What Do These Terms Mean?

This Plan is written for the community; it is intended to serve both technical and lay people. Therefore, its authors have avoided using jargon as much as possible. However, some special terms are necessary to express important concepts. These include:



1. *Area Plan*

Detailed plan focusing on a subarea of Riverside. Area Plans include specific plans and community plans adopted by the City.

2. *Community Areas*

An area including one or more commercial or residential neighborhoods, sharing similar characteristics of history, access, and design. Community Areas are generally defined so they fully include groups of Census Tracts or Traffic Zones in order to simplify data collection and analysis.

3. *General Plan Area*

The entire area encompassed by the Plan, including the land within the City limits and a portion of the land in the City's Sphere of Influence.

4. *Goal*

Description of a desired state of affairs for the community in the future. They are the broad public purposes toward which policies and programs are directed. Since goals are general statements, more than one set of actions could be taken to achieve each goal. In this Plan, goals are phrased to express the desired results of the Plan; they complete the sentence "Our goal is ...".

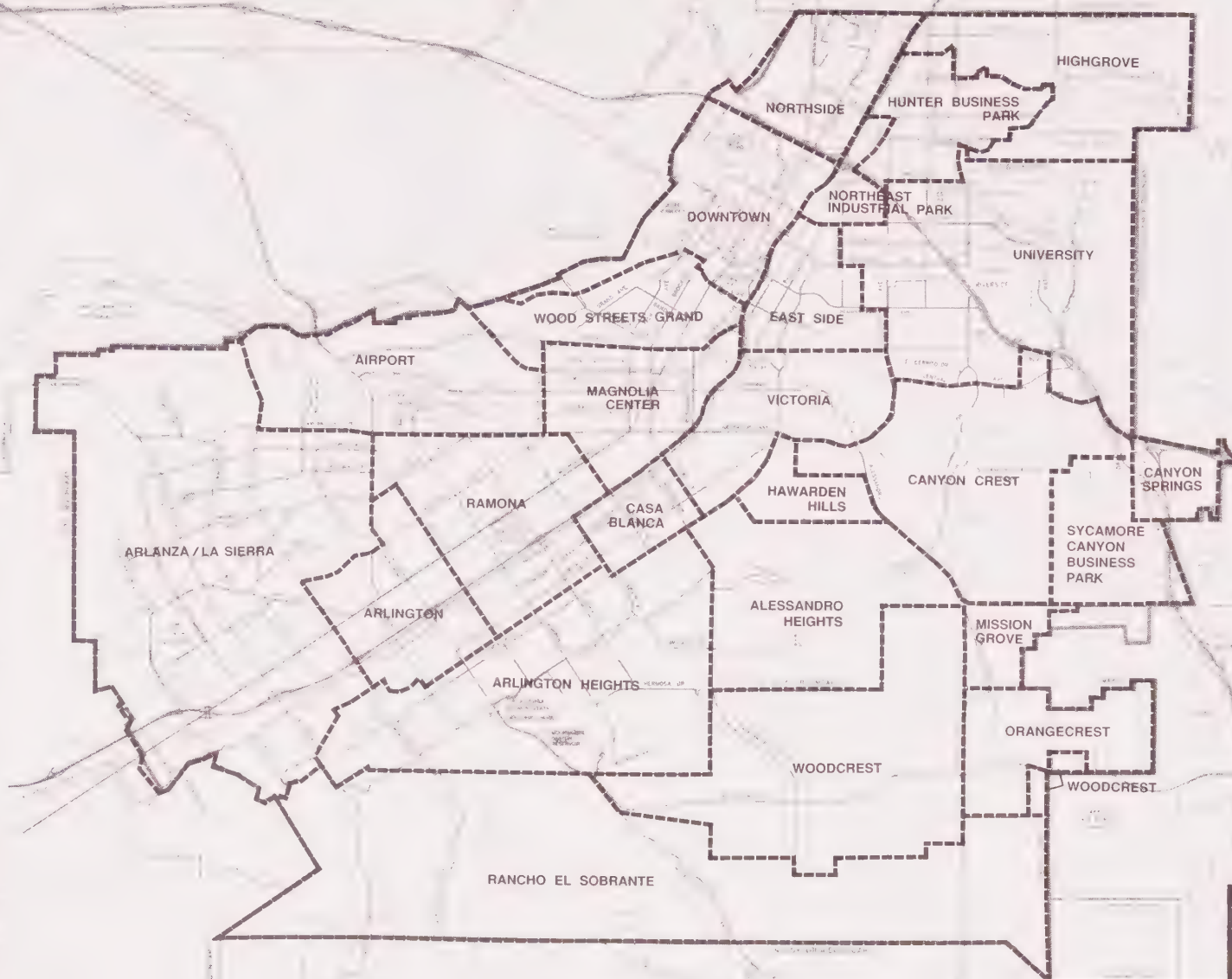
5. *Land Use Diagram*

Graphic representation which designates the proposed general distribution and general location and extent of land use categories in the General Plan Area as required by Section 35302(a) of the Government Code.

6. *Policy*

Statements of government intent against which individual actions and decisions are evaluated. Policies are phrased as sentences, with the agency responsible for implementing the policy clearly identified. Where appropriate, these policies also include quantifiable objectives which will assist the City in evaluating the effectiveness of implementation efforts.





RIVERSIDE GENERAL PLAN

Exhibit 1
GENERAL PLAN AREA
WITH COMMUNITY AREAS

7. *Recommendations for Implementation*

Proposed specific actions which the City of Riverside may choose to take in achieving the goals of the General Plan.

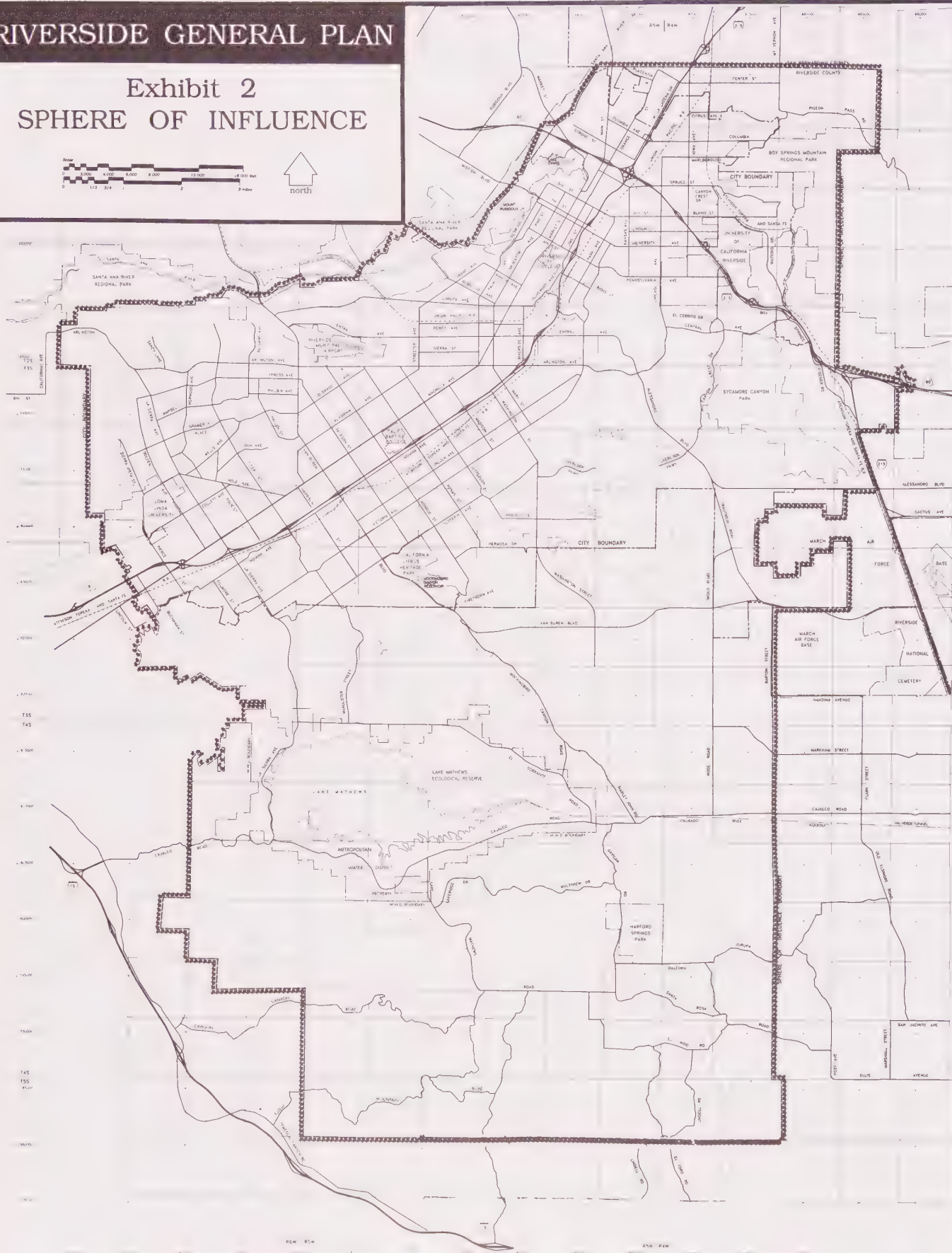
8. *Sphere of Influence*

The probable ultimate physical boundaries and service area of the City of Riverside, as determined by the Riverside County Local Agency Formation Commission (LAFCO) pursuant to state law. The City of Riverside Sphere of Influence is shown on Exhibit 2 (Page I - 10).



RIVERSIDE GENERAL PLAN

Exhibit 2 SPHERE OF INFLUENCE



A VISION FOR RIVERSIDE - II



Section II — A Vision for Riverside



The Vision Statement broadly defines Riverside's vision of its future. The Major Planning Concepts describe the City's approach to 14 significant community issues that, together, will shape the "Quality City" envisioned by the people of Riverside.



A. Vision Statement

In the Year 2010, Riverside will continue to be a “Quality City” and a community of choice for residents, visitors and commerce. Diverse neighborhoods with distinct identities will provide a highly desirable living environment for people working in Riverside and in Southern California’s other economic centers. The Downtown and other areas of economic activity will offer attractive locations for the growth of existing and emerging businesses and will provide employment opportunities for local residents. Throughout the City, its unique natural setting, high quality urban design, accessible open space and greenbelt areas, and diverse public services and amenities will give residents and visitors the sense of a “special” place which has successfully blended its agricultural heritage and historic past with its role as the preeminent economic, cultural and arts center of the Inland Empire in the Twenty-First Century.



B. Major Planning Concepts

The Vision Statement describes Riverside as a city that builds on its past and present character to create a diverse and distinctive community of quality for the future. This is a plan for that “*Quality City*”. This plan was selected by the Citizens’ Advisory Committee and approved by the City Council following discussion of other plan alternatives. It was chosen because it offers the best combination of Riverside’s historic character and amenities with a design to meet the needs of continuing growth.

Fourteen planning concepts establish a means to achieve this Vision. These major concepts provide the general policy direction which is then detailed in the Plan Elements’ goals and policies. Exhibit 3 (Page II - 5) illustrates many of these planning concepts; it shows the significant areas and features that will contribute to the Riverside of the Year 2010.

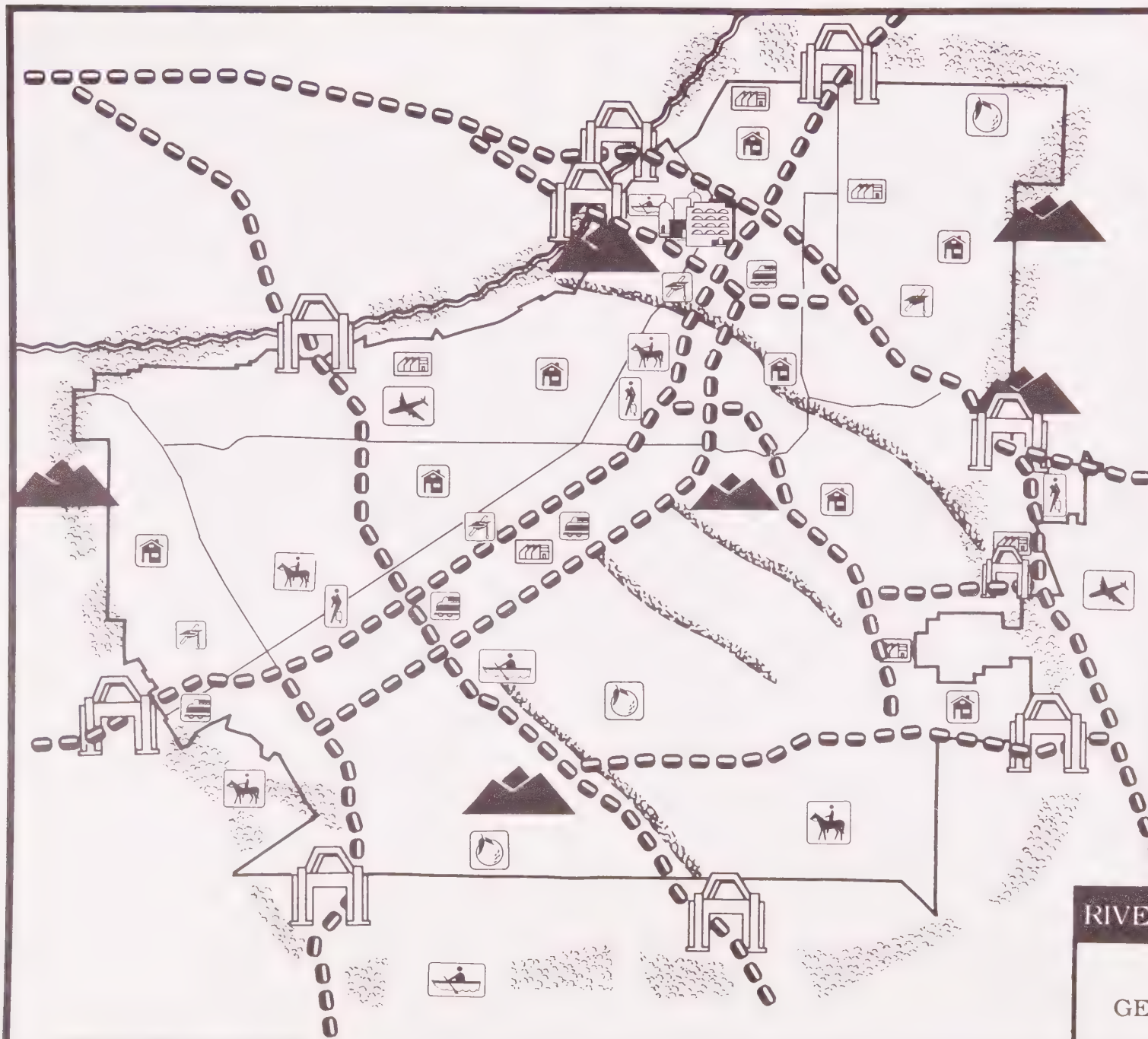
- 1. The City’s natural resources — the Santa Ana River, the hillsides, mountains and arroyos — must remain as integral parts of the community’s physical and aesthetic character and as distinctive visual boundaries separating Riverside from its neighboring communities.***

Riverside has many unique and attractive natural land forms. Many major U.S. cities have used similar distinctive physical features and open spaces to shape their character; significant examples include Boston’s “Emerald Necklace”, San Francisco’s Golden Gate Park, and San Antonio’s River Walk, to name a few. Riverside has many natural amenities which form a “Circle around the City.” This gives Riverside the potential to create a spectacular system of linked open space areas. The Santa Ana River, along the northerly edge of the City, provides a strong natural dividing line between Riverside and its neighbors. The River’s adjacent parks offer trails, picnic areas, playfields and other recreational opportunities. The riparian ecosystems along the River are also important habitats for native plant and animal species.

Box Springs Mountain County Regional Park and Sycamore Canyon Park provide open spaces with a different character — the arroyos and ridgelines in these parks create a dramatic backdrop for the City, provide a natural refuge for wildlife, including rare local species, and retain welcome undeveloped islands with the urban area.

The agricultural lands in the south central part of Riverside provide a sense of open space, an economic use, and an important link to Riverside’s agricultural history. The historical significance of this area is recognized by the location here of the California Citrus State Historic Park, a unique park commemorating and preserving the role of citrus farming in the development of the State. Surrounding the park, the Arlington Greenbelt is a significant location for agricultural uses and a major open space area within the urban community.





LEGEND

- RESIDENTIAL —
- RURAL RESIDENTIAL —
- AGRICULTURE —
- COMMERCIAL CENTER —
- INDUSTRIAL —
- UNIVERSITY/COLLEGE —
- COMMUTER DEPOT —
- DOWNTOWN —
- AIRPORT —
- ARROYO/CANYON —
- LAKE —
- SIGNIFICANT HILLS —
- SANTA ANA RIVER —
- CIRCLE AROUND THE CITY —
- GATEWAY —
- CORRIDOR —



RIVERSIDE GENERAL PLAN

Exhibit 3 GENERAL PLAN CONCEPT

Section II — A Vision for Riverside

The southern part of the “Circle” is also mountainous, with Lake Mathews offering a distinctive amenity and gateway feature for Riverside. The westerly edge of the City is again defined by hillsides. The Norco Hills complete the “Circle around the City” and separate Riverside from neighboring communities.

The “Circle around the City” idea uses major natural features to define the City’s boundaries and to create a strong sense of Riverside’s distinctive location and character. As parts of an open space system, the “gems” along this circle should be readily visible, accessible to the public and managed to provide environmental, recreational and educational benefits. These areas should also be connected whenever possible by linkages, such as roads and trails, so residents and visitors can easily travel the circle and enjoy the City’s natural amenities.

2. The agricultural heritage of Riverside should be protected.

The citizens of Riverside have long been concerned with protecting agricultural uses within the community. The City’s efforts to retain agricultural uses are reflected in the General Plan. Land use categories identify areas suitable for agricultural use, along with related residential uses. The Plan’s policies support action by the City to help minimize the conversion of viable agricultural lands to non-agricultural uses.

3. Downtown Riverside should continue to be the central focus for the City’s commercial, governmental, cultural and arts activities.

Riverside’s Downtown is one of its most valuable resources. The historic structures, the government buildings and the commercial development are a central focus for the community and a statement of the City’s heritage and tradition. The General Plan builds upon previous City planning and redevelopment programs for Downtown. Policies addressing economic development, community character and transportation, among others, continue to emphasize Downtown and its continuing viability.

4. Distinctive gateways should clearly identify entrances into this City and help define its limits.

Travelers, and residents as well, should know when they enter the City of Riverside. For some major travel routes, topography alone provides a form of “entrance” to the City. Other routes lack a distinct community entrance. The General Plan proposes distinctive “gateways” at ten major community entrances. These are shown on Exhibit 3 (Page II - 5).

For each gateway, the City should develop a design which clearly identifies the entrance. Some design elements could be repeated at many gateways, to create a consistent design theme. For example, signage with the City’s distinctive Raincross could be used at many gateways. Other design elements must be scaled to be appropriate to the type of travel (freeway or rural parkway, for example) or to the surrounding land uses. Landscaping will be a vital part of gateway design as well.



5. *The viability of existing neighborhoods should be preserved and the unique character of each should be enhanced.*

Development of property within or adjacent to an existing neighborhood has the potential to either strengthen or threaten the character of that neighborhood. The General Plan supports “infill” development — development on vacant or underutilized properties within already urbanized areas — as an efficient way to accommodate new growth. The land uses and intensities for infill development have been planned to be compatible with the existing neighborhoods to maintain the current neighborhood character. Design guidelines and other development standards will also be used to promote compatibility.

Development on the edges of existing neighborhoods has been planned, in most cases, to reduce intrusion of other uses into the neighborhoods. For neighborhoods in transition from residential to other uses, the General Plan provides for appropriate land uses and establishes a new “edge” for nearby stable neighborhoods.

6. *Transportation corridors should link neighborhoods and centers within Riverside and should link Riverside with the region surrounding it.*

A community’s transportation system is a crucial determinant of that community’s character and livability. An efficient transportation system, with adequate capacity to meet the community’s needs, can reduce the time and resource costs of living and working in an area. On the other hand, traffic congestion, resulting from an inadequate system, is one of the factors residents associate most frequently with a decreased quality of life. The General Plan supports a multi-modal system to meet Riverside’s transportation needs as effectively as possible, in coordination with the efforts of other Regional transportation providers.

A transportation system can do more than meet residents’ basic travel needs. The character of major roads and pathways can reinforce the desired characteristics of individual neighborhoods and of the entire community. The significance of transportation to community design has long been recognized in the City of Riverside. The City’s first General Plan, prepared by Charles Henry Cheney and adopted in 1928, proposed a Round-the-City Drive as a major community design feature. This Drive consisted of a series of landscaped parkways intended to “lead past the principal parks and scenic views of the City, showing them to the best advantage of local people.”¹ This concept of scenic routes, linking major open space areas and activity centers, is revived in this new General Plan.

The General Plan concept diagram, depicted in Exhibit 3 (Page II - 5), identifies the City’s major transportation corridors. These corridors are planned to adequately serve automobile travel; they may also include other travel modes — public transit,

¹ Cheney, Charles Henry. Recreation, Civic Center and Regional Plan. June 1929. P. 13.



bicycle, equestrian and pedestrian travel. A trails system will provide additional routes for non-motorized travel.

7. ***The City intends to accommodate continuing, steady growth that is compatible with the community's character and resources; however, quality-related goals will be the dominant force influencing decisions related to growth and development.***

The land uses planned as part of this General Plan are sufficient to accommodate the community's anticipated growth over the next twenty years. The City intends to plan for, and accommodate, continuing moderate levels of growth during this time. However, the City is especially concerned that new development will contribute positively to the community's character. As a result, planning for more growth has been coupled with policies addressing the quality and character of that growth. In this way, Riverside will continue to provide opportunities for residential, industrial and commercial development while preserving and enhancing the community's character and respecting its natural resources and amenities.

8. ***Diverse employment opportunities should be available to Riverside's residents and the residents of surrounding communities.***

The City's historic role as a major center of the Inland Empire has made it a regional focal point for finance, services and other similar non-residential uses. In addition, public sector institutions have provided a significant and generally stable source of employment for residents. Employment in retail, agriculture, manufacturing and other sectors has resulted in a broad-based economy, not dependent on dramatic growth in a single sector, but able to enjoy steady growth in many areas.

This General Plan supports economic diversity and promotes additional economic development over time. The Plan's Land Use Element provides for ample non-residential development in locations appropriate to a variety of businesses and industries. Other economic development policies support the retention of existing businesses and attraction of new economic activities.

Overall, the Plan's intent is to improve the City's "jobs-housing balance". It provides opportunities for a larger increase in employment than in anticipated labor force. As a result, even more Riverside residents should have the option of working in their own City.

9. ***The unique resources of Riverside's public and non-profit institutions should be the foundation for distinctive cultural, arts, educational and economic centers within the Riverside community.***

Riverside is home to a number of major universities and colleges, including the University of California at Riverside (UCR), La Sierra (formerly Loma Linda)



University, California Baptist College, and Riverside Community College. It is also the governmental center for the County, with offices of City, County and State government located primarily in the Downtown area. March Air Force Base, just east of the City limits, is another major institutional part of the community fabric. The City is the location of other significant cultural and arts institutions, such as the Riverside Municipal Museum, the Mission Inn and Mission Inn Museum, the Riverside Art Museum and the California Museum of Photography and the Riverside Ballet and Opera and Philharmonic.

The General Plan seeks to build on the strengths of these major institutions and enhance their relationships with the community. The Plan's policies support the continuing growth and vitality of these institutions. For example, land use and transportation policies are compatible with the recommendations of UCR's Long Range Development Plan. The General Plan's economic development policies also build on the strengths represented by these organizations. UCR's research priorities support economic development efforts in areas such as agriculture and related environmental studies and in the health sciences.

These cultural and educational resources will continue to contribute to Riverside's distinctive character, as they create focal points for the City and its neighborhoods. The Plan's community character and cultural and arts facilities policies support the retention, rehabilitation, adaptive reuse and expansion of these facilities, with provisions to ensure that such expansions address the concerns of surrounding neighborhoods.

10. *Riverside will take responsibility for meeting its share of the regional need for affordable housing.*

The City of Riverside, although a distinct and separate community, is also an integral part of a much larger region. Within the Southern California Region, the need to provide housing for moderate and lower income individuals transcends individual municipal boundaries. Riverside's planning recognizes the City's responsibility to these individuals. Riverside has historically provided ample low and moderate income housing. The General Plan provides sufficient locations for housing at a variety of residential densities. Riverside will continue its contribution toward meeting the regional housing needs identified by the Southern California Association of Governments (SCAG) in their 1988 *Regional Housing Needs Assessment for Southern California*. Quality and character issues will also have a major role in the implementation of affordable housing goals. Riverside will endeavor to identify and implement other programs to provide low income and affordable housing. Riverside will take responsibility for meeting its fair share of the regional need for low income and affordable housing.



11. Riverside's neighborhoods should celebrate diversity and offer residents a full range of choices in housing style, cost and neighborhood character.

In Riverside today, many of the residential areas have distinct identities reflecting their historic origins, the cultural traditions of the residents, and/or major architectural and design periods. This results in a wide range of options for residents, in terms of housing type, architecture, cost and neighborhood character. These distinct neighborhoods are also important to the City's character — they emphasize the history of Riverside's development over many years and reinforce its image as a city of rich diversity as well as high quality.

The General Plan is designed to support and enhance the preservation and growth of distinctive neighborhoods. This diversity should be reflected in future development as well as in existing residential areas. Within individual neighborhoods, whether established or future, public facilities should be located to create focal points for the neighborhood and to make services accessible to residents. Special design themes or amenities will also contribute to neighborhood uniqueness and cohesion. Detailed policies and guidelines will be used to ensure that future private development and future public investments will strengthen each neighborhood's character.

Through support for the preservation and enhancement of many distinct neighborhoods, the City should continue to provide a variety of choices for future residents. Planning for new neighborhoods should follow this pattern as well, providing additional housing diversity, while establishing design themes that will identify these neighborhoods as distinct entities as they grow and change over time.

12. Public services and facilities should be provided which are adequate to meet existing and future needs, which are appropriate to serve particular areas within the City, and which are timed to be available when development occurs.

Historically, the provision of public services and facilities has been primarily a municipal function. For Riverside, these services are important for achieving the desired community quality. General Plan policies address three critical aspects of service provision: adequacy, appropriateness and timing. For each service, standards are set to define an adequate level of service. The facilities needed to meet the needs of future residents are identified based on these levels of service. Capital financing and operating costs will also be based on these service levels.

While some services must be provided to develop at or above a minimum standard, provision of other services may vary from one part of the community to another. Rural residential areas, for example, do not require the same street design standards as urban areas. They may also have different standards for response times and may use different systems for sewage treatment. Where appropriate, service provision is



tailored to reflect the character and needs of particular new and existing neighborhoods within the City.

The General Plan's policies also address the timing of service provision. As new development occurs, it creates a need for planned public facilities and services. To continue meeting residents' needs as the City grows, the timing of facility construction should be coordinated with the construction and occupancy of new developments.

13. *The City will work with others to address environmental and growth management concerns of regional significance.*

Many of the significant environmental concerns for the City of Riverside are not limited by City boundaries, but are regional in nature. Air quality, water quality, housing, traffic, open space preservation and solid waste management all affect the City of Riverside, yet the City cannot address them alone. The General Plan reflects the City's intent to deal with these regional issues, to the extent they can be affected by municipal policy, and to work with other State, Regional and local governmental agencies to implement an action program for the entire region.

14. *Outward expansion of the City's boundaries should occur in a way that applies major planning concepts, such as protection of neighborhood character and adequate service provision, to areas annexed into the City.*

This General Plan includes a part of Riverside's Sphere of Influence, as well as land that is currently within the incorporated City. Riverside's Sphere of Influence has been established by the Riverside County Local Agency Formation Commission (LAFCO) pursuant to State law. It includes areas within Riverside County that are adjacent to the City and that may have the potential to be included in Riverside's corporate limits at some time in the future. The portion of the Sphere of Influence not included in the General Plan Area encompasses more than sixty square miles of relatively remote and rural land further to the south. Annexation of this land by Riverside is regarded as a very long-range prospect.

As the City considers annexations, the Plan provides direction in terms of the land use, public service provision and other policies which will apply following annexation. In planning for these areas, the General Plan's Land Use Diagram (*Located in the Map Pocket of this Document*) reflects the character of existing neighborhoods in the Sphere of Influence. The Plan's intent is to give these neighborhoods the same recognition and protection as neighborhoods within the City. Upon annexation, the appropriate policies regarding public services, community character, and resource management will be used to address other public policy issues in these areas.



Section II — A Vision for Riverside

The major planning concepts outlined here establish the basic framework for Riverside's General Plan. This set of concepts provides a consistent basis for specific policies, as well as a means to ensure the integration of diverse Plan elements. These concepts are reflected throughout the Plan, in the goals and policies of the individual Plan Elements and in the recommended implementation measures.



CONTEXT FOR PLANNING - III



Section III — Context for Planning



This General Plan builds on the attributes of the Riverside community today — its natural features, its population and employment characteristics, and its existing public facilities, infrastructure and institutions. The Plan continues the creative planning practices which have shaped the City of Riverside since the late 1800's. This section of the Plan summarizes the existing conditions and trends that will shape the community through the year 2010.



A. Introduction

In developing this General Plan, the City of Riverside has defined the community it hopes to be in the year 2010. The Plan also describes the policies and actions needed to build on the existing high quality of life and fully realize this desired “city of quality.” The recommendations found in this Plan do not, however, result solely from discussions about a desired future. They result from the attributes of the Riverside community today — its natural features, its population and employment characteristics, and its existing public facilities, infrastructure and institutions. In addition, the Plan’s recommendations are a continuation of the creative planning practices which have shaped the City of Riverside since the late 1800’s. This General Plan builds on these past efforts and on the community’s existing features to create a community which effectively meets the needs of the future.

This section of the General Plan summarizes the background information upon which the Plan’s goals, policies and action recommendations are based. It highlights significant natural features of the community. It describes the history of modern settlement in Riverside and summarizes the major components of prior plans which have helped give Riverside its distinctive character.

Recent trends in population growth, demographic character and economic development are also identified in this section. Existing public facilities and services are examined. Facility capacities and the levels of service presently provided to Riverside residents are identified because they form the starting point to assess future facility needs and to establish service provision policies.

The City of Riverside has been, and will continue to be, shaped by creative planning policies and programs. This Plan section provides an understanding of the community’s history and presents a snapshot of the community, as it exists in 1991. Together, the past and the present will help define the quality city Riverside will be in the future.

B. Riverside’s Natural Environment

Riverside is the largest inland city in Southern California. Most of its physical limits are defined rather dramatically by significant landforms. On the northwest is the floodplain of the Santa Ana River; on the east, southeast and west are uplands and low mountains including Box Springs Mountain, Alessandro Heights, Arlington Mountain and the Norco Hills. Scattered throughout the General Plan Area are a variety of prominent features such as Mount Rubidoux, Pachappa Hill, Sycamore Canyon and several other major and lesser arroyos as well as craggy, isolated hills. Elevations in the General Plan Area vary from 600 to 3,000 feet above sea level. The climate is semi-arid, having mild winters with occasional rainy periods and dry warm summers. Riverside’s long history of the practice of agriculture and ornamental horticulture has given much of the City an oasis-like quality.

Riverside’s location in an urbanizing part of Southern California has placed it under substantial development pressure. Urban development raises several significant natural resource issues which must be considered in developing comprehensive and long-range



Section III — Context for Planning

planning policies. First, urban development diminishes the amount of land devoted to open space and agricultural uses. This creates a need to protect environmentally sensitive and historically valuable lands and habitats. Second, variations in topography and other natural characteristics cause development suitability to vary from one part of the General Plan Area to another. Planning for future land uses must distinguish areas based on these natural features. Third, earthquake potential, air pollution and noise pollution may raise issues of health, safety and welfare. These issues affect the quality of life throughout the General Plan Area; action based on comprehensive planning policies may reduce their impacts.

1. Land Characteristics

As previously stated, the natural landforms of Riverside play an important role in shaping the community that has developed here. The City's natural features provide a dramatic and varied topographic setting for the community. Significant land forms and characteristics in Riverside include areas of steep slopes, soils with characteristics that limit development potential, seismic hazard areas, lands well-suited for agriculture and sites containing mineral resources.

Steep slopes are a limiting factor for development due to soil instability and potential for land failure, particularly where excessive or improper grading has occurred. Hillside development often results in higher unit costs for the extension of infrastructure, poor aesthetics and greater difficulty in providing public services at urban service standards. For these reasons, slopes of fifteen percent or greater have been identified as requiring special design attention and generally lower development densities. Principal areas of steep slope include the Box Springs Mountains, Alessandro Heights and the Norco Hills. Exhibit 4 (Page III - 5) identifies the areas of land with slopes of fifteen percent or greater.¹

Shrink-swell potential is the major factor in determining the developability of soils. This term refers to the change in soil volume which results from a change in moisture content. Soils with high shrink-swell potential occur primarily west of the Municipal Airport and within the Lake Mathews drainage area. These areas are identified on Exhibit 5 (Page III - 6).

While there are no faults in the General Plan Area, there are several faults in the region which could produce earthquakes resulting in seismic impacts on Riverside. The San Andreas, San Jacinto and Elsinore faults are within twenty miles of Riverside and the Whittier and San Gabriel faults are within thirty-five miles. The primary seismic hazards in Riverside from these faults are ground shaking and liquefaction. Exhibit 6 (Page III - 7) identifies seismic hazard zones, soil thickness and potential liquefaction areas. The hazard zones, which are based on the distance

¹ Slope areas mapped within the incorporated City are those where the average natural slope of the parcels is fifteen percent or greater. These areas were identified by the City of Riverside. Slopes outside the City were identified through analysis of available topographical information; the exhibit shows areas of fifteen percent slope or greater regardless of parcel boundaries.






LEGEND

 15 + % SLOPE
IN AREAS OUTSIDE
THE CITY BOUNDARY

SOURCE: U.S.G.S.

 AVERAGE NATURAL SLOPE
OF 15% OR GREATER IN
AREAS WITHIN THE CITY
BOUNDARY

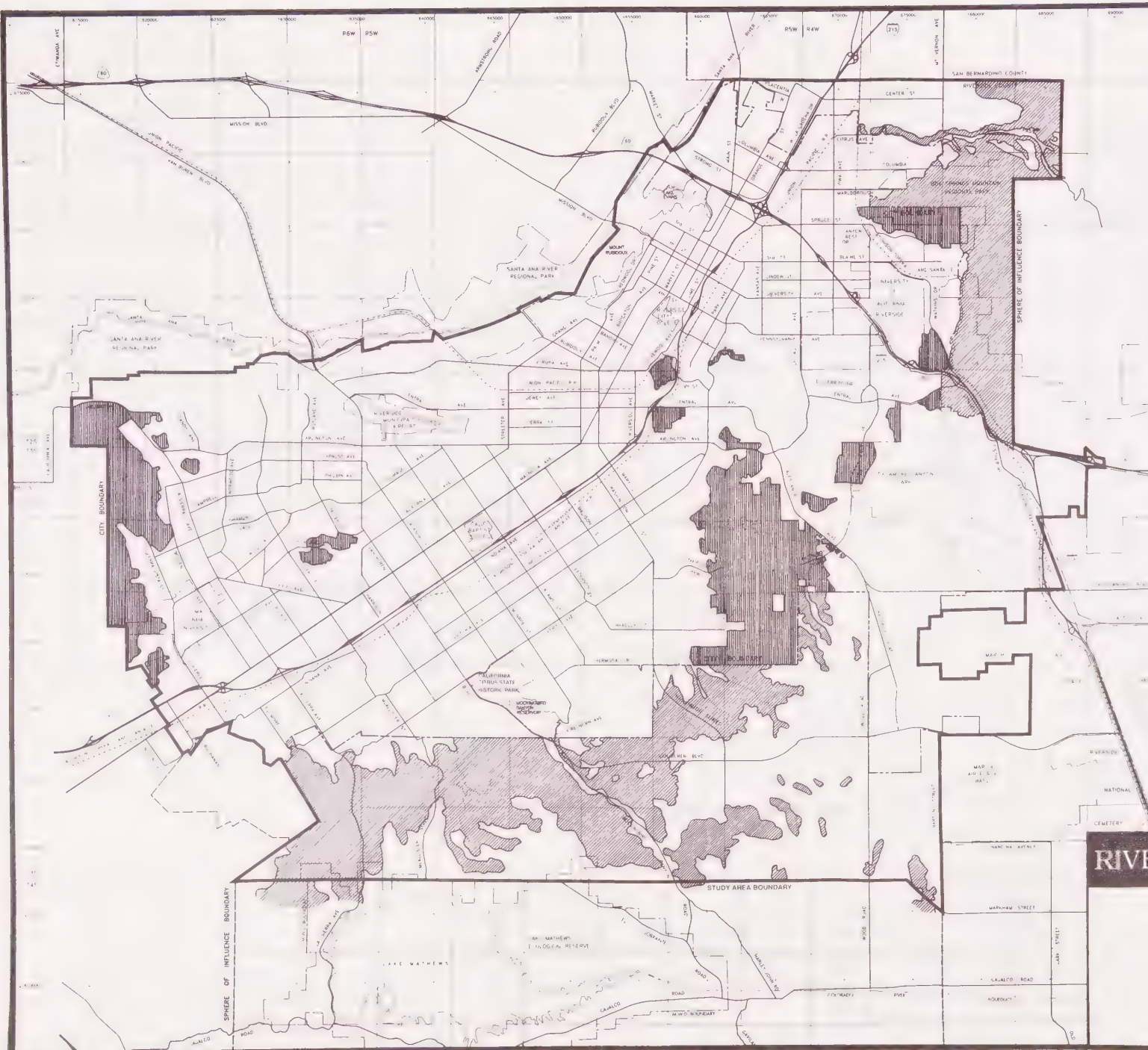
SOURCE: CITY OF RIVERSIDE

NOTE: SLOPES OVER 15% ON UCR AND
GREENBELT PROPERTIES ARE NOT SHOWN.






RIVERSIDE GENERAL PLAN

Exhibit 4 SLOPE ANALYSIS





LEGEND

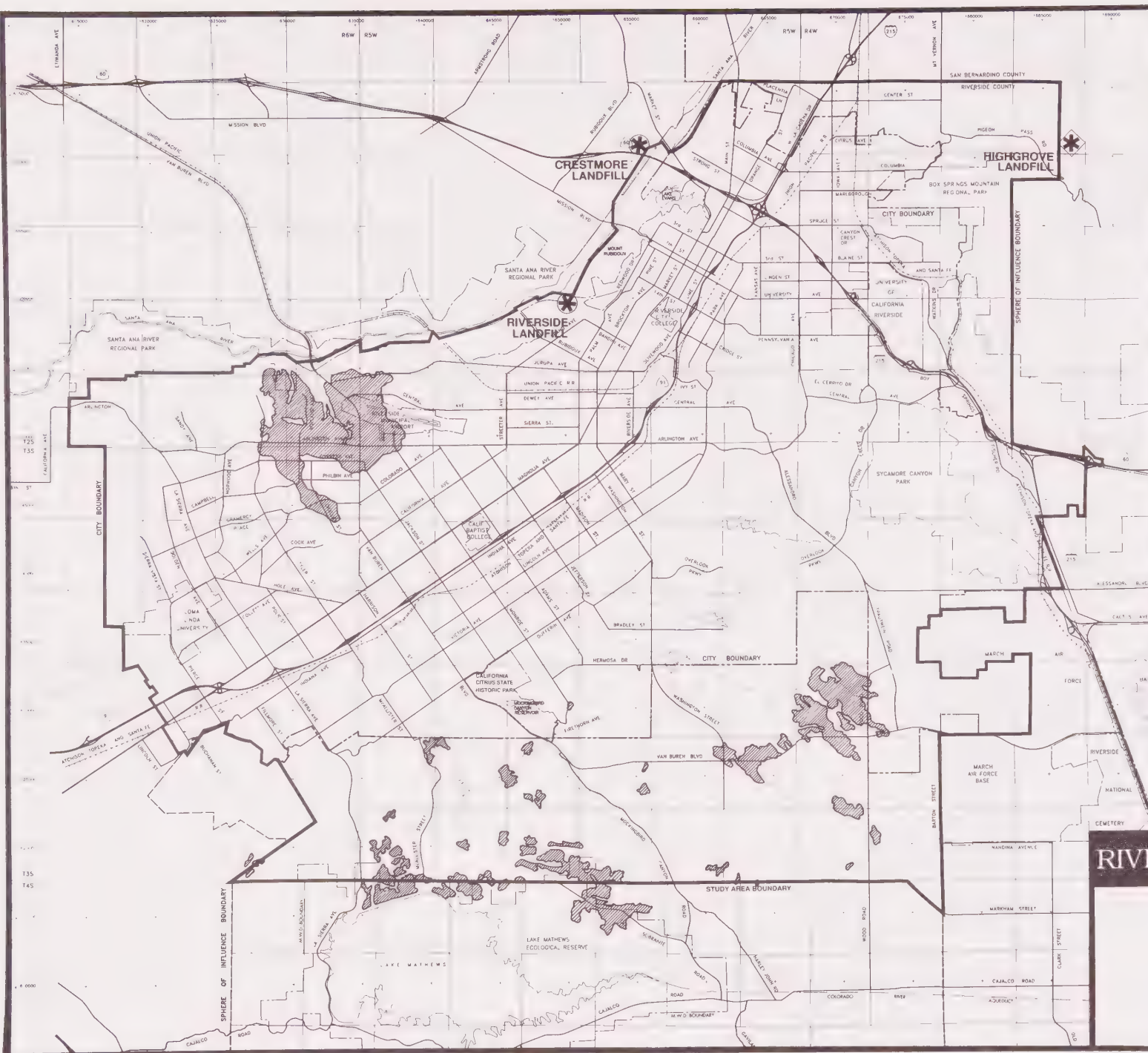
-  SOILS EXHIBITING POSSIBLE HIGH SHRINK-SWELL POTENTIAL
-  LANDFILL CURRENTLY BEING USED BY THE CITY OF RIVERSIDE
-  LANDFILL (NO LONGER IN USE)

Source: SCS Soil Survey of Western Riverside Area, California, November, 1971.



RIVERSIDE GENERAL PLAN

Exhibit 5 UNSUITABLE SOIL CONDITIONS





LEGEND

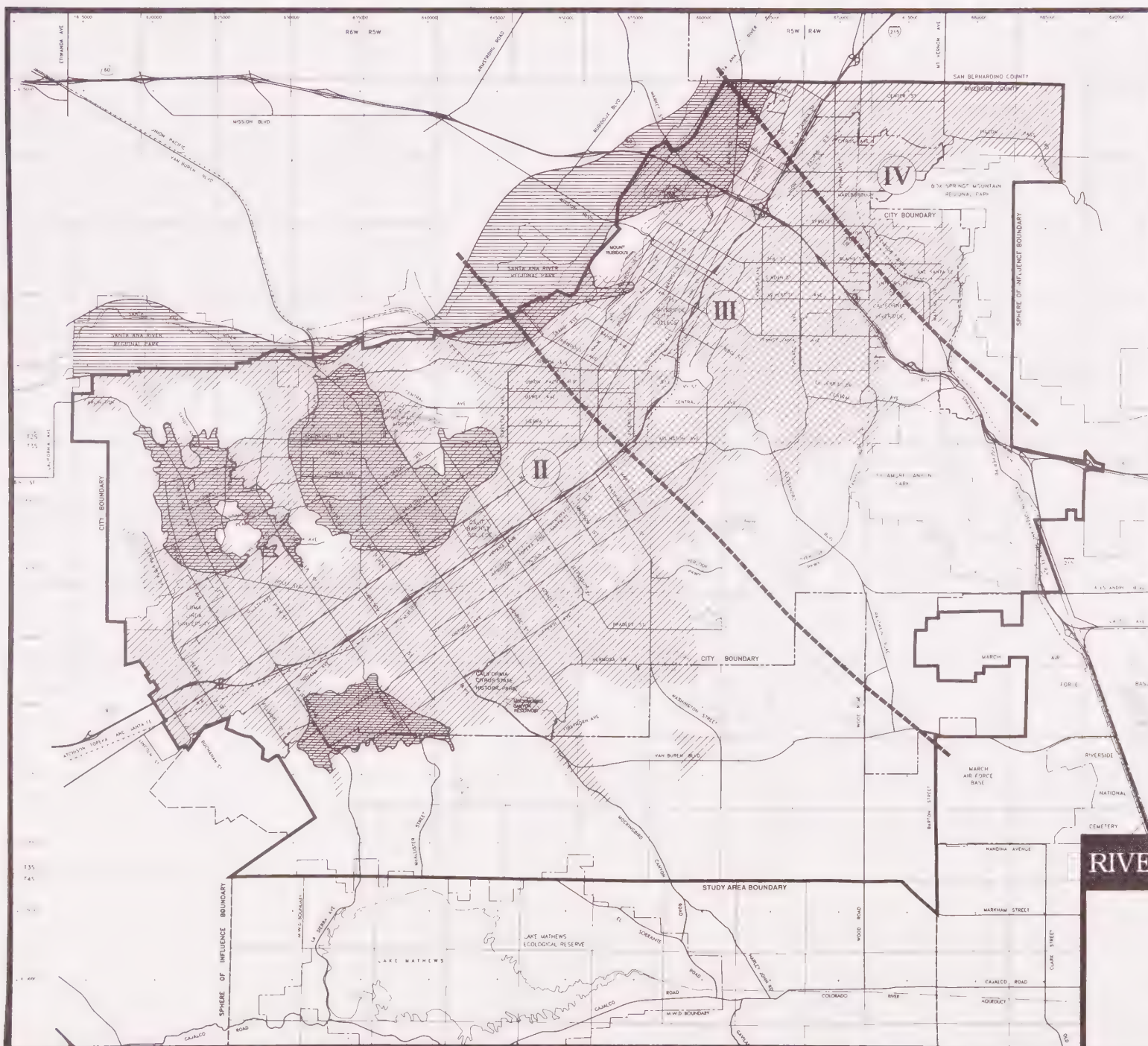
- BOUNDARY OF GROUNDSHAKING ZONE BASED ON DISTANCE TO CAUSATIVE FAULT (HIGHER NUMERICAL VALUE CORRESPONDS WITH HIGHER SHAKING POTENTIAL)**
- BOUNDARY OF POTENTIAL LIQUEFACTION**
- BEDROCK (WEATHERED)**
- ALLUVIUM OF THIN TO INTERMEDIATE THICKNESS (10' - 2,000')**
- POTENTIAL LIQUEFACTION ZONES WITH ALLUVIUM OF THIN TO INTERMEDIATE THICKNESS**

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 6 SEISMIC HAZARDS



Section III — Context for Planning

higher groundshaking potential.² Groundshaking, which can seriously affect the integrity of structures, is an important consideration in the Riverside area due to the proximity of major faults and the presence of alluvial soils of thin to intermediate thickness. Liquefaction refers to the transformation of soils to a liquid state during an earthquake, causing structural failure. Liquefaction potential is high where stable, impervious bedrock is covered by thin soils, impeding the downward flow of groundwater. Exhibit 6 (Page III - 7) illustrates that several large areas within the City, especially areas along the Santa Ana River, have a high potential for liquefaction.

Floodplains are generally not appropriate areas for intense urban development. Exhibit 7 (Page III - 9) depicts the area within the one-hundred-year floodplain of the Santa Ana River and its tributary watercourses. The areas surrounding University Wash, Spring Brook, Mockingbird Canyon and Woodcrest Arroyo are also subject to flooding by tributary streams.

Exhibit 7 (Page III - 9) also illustrates areas subject to potential hazards from dam failure. The potential for inundation from dam failure exists in parts of Riverside adjacent to Lake Mathews, including portions of the Arlanza/La Sierra, Arlington, Arlington Heights and Rancho El Sobrante areas.

2. Plant and Animal Resources

Encroachment of urban development into natural habitat areas threatens the existence of certain plant and animal species. The two major plant communities in Riverside are inland sage scrub and valley grassland. Riparian woodlands also are present in portions of the Santa Ana River floodplain and within other natural watercourses at many locations in the General Plan Area. Most development in Riverside has occurred in the valley grassland areas. The largest remaining stands of this plant community occur in the Sycamore Canyon and along the Santa Ana River.

Exhibit 8 (Page III - 10) lists the rare, threatened, or endangered plant and animal species that have been identified in or near Riverside. A Habitat Conservation Plan, prepared to protect the Stephen's Kangaroo Rat, has involved multi-jurisdictional efforts to identify, acquire and otherwise protect sites which can provide permanent habitat reserves for this endangered animal. Exhibit 9 (Page III - 12) illustrates areas of known habitat for the Kangaroo Rat and other sensitive species. Further study is required to fully understand the ecological roles of each of the species listed in Exhibit 8 (Page III - 10) and to determine the best way to ensure their continued survival.



²

Evicom Corp. and the County of Riverside Planning Department. Seismic Safety and Safety Elements Technical Report for the County of Riverside and the Cities of Beaumont, Blythe, Coachella, Corona, Desert Hot Springs, Hemet, Indian Wells, Indio, Norco, Perris, Riverside and San Jacinto. 1976. p. 114.





LEGEND

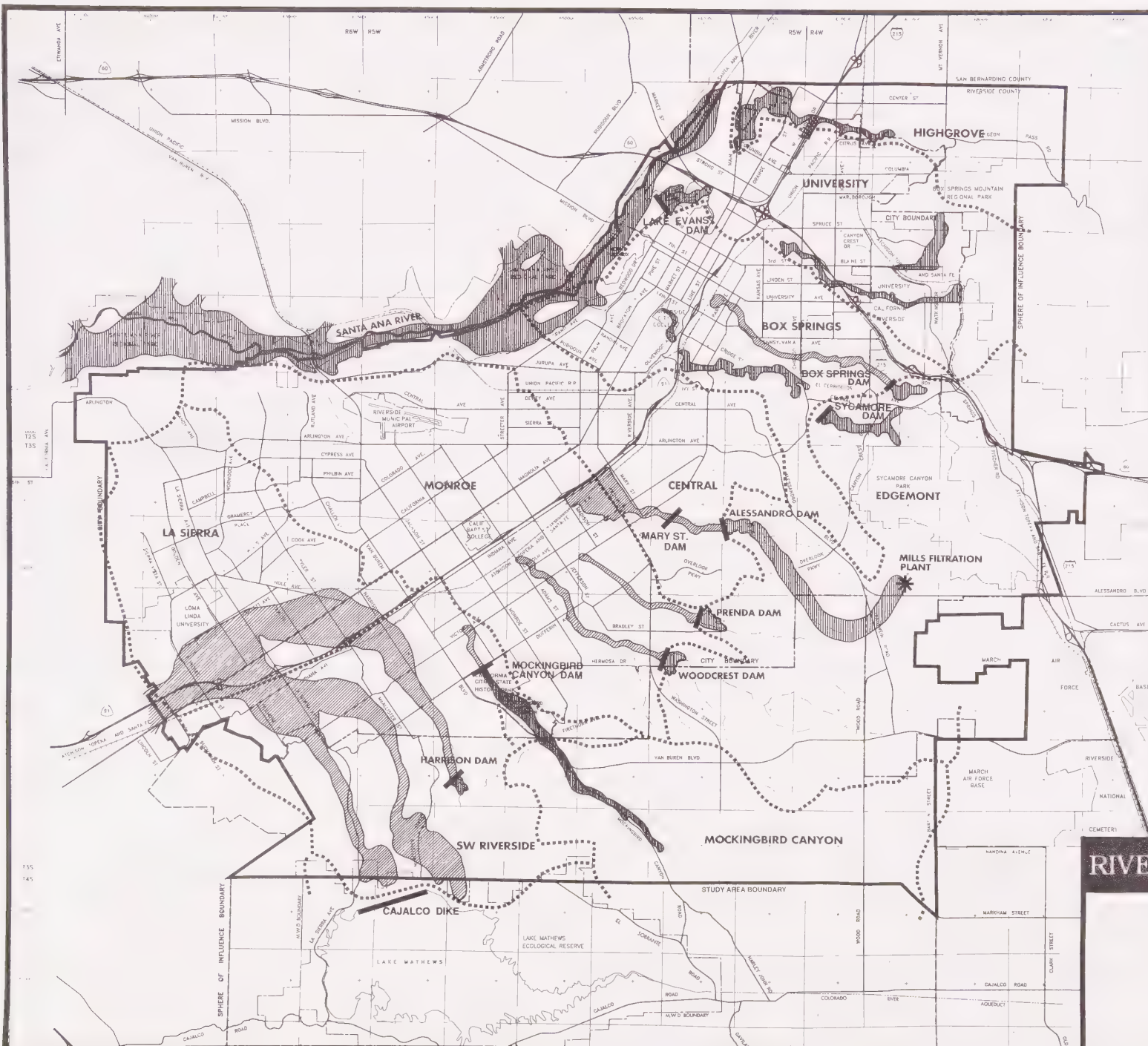
-  DAM INUNDATION AREAS
-  DRAINAGE BASIN BOUNDARY
-  100 - YEAR FLOODPLAIN AREAS
-  MILLS FILTRATION PLANT

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 7 HYDROLOGY



Section III — Context for Planning

Exhibit 8: Sensitive Plant and Animal Species Potentially Found in the General Plan Area

Scientific Name	Common Name	Status Fed/CA/CNPS	Preferred Habitat
PLANTS			
<i>Allium fimbriatum</i> var. <i>munzii</i>	Munz's onion	—/—	Scrub, Grassland
<i>Brodiaea filifolia</i>	thread-leaved brodiaea	C2/CE	Vernal Pools, Grassland
<i>Caulanthus simulans</i>	Payson's jewelflower	C2/—	Scrub, Chaparral
<i>Centrostegia leptoceras</i>	slender horned spineflower	C1/—	Scrub (alluvial fan)
<i>Chorizanthe parryi</i> ssp. <i>parryi</i>	Parry's chorizanth	C2/—	Scrub
<i>Dudleya multicaulis</i>	many-stemmed dudleya	C2/—	Scrub, Chaparral, Grassland
<i>Eriastrum densifolium</i> ssp. <i>sanctorum</i>	Santa Ana River woollystar	FE/CE	Scrub (alluvial fan)
<i>Harpagonella palmeri</i> var. <i>palmeri</i>	Palmer's grapplinghook	—/—	Scrub, Chaparral, Grassland
<i>Hemizonia laevis</i>	smooth tarplant	—/—	Seasonally wet Grassland
<i>Monardella pringlei</i>	Pringle's monardella	C1/—	Scrub
<i>Myosurus minimus</i> ssp. <i>apus</i>	little mousetail	C2/—	Vernal Pools
<i>Quercus englemanni</i>	Engelmann oak	—/—	Oak Woodland, Mixed Forest
<i>Romneya coulteri</i>	Coulter's matilija poppy	—/—	Scrub
<i>Sphenopholis obtusata</i> var. <i>obtusata</i>	wedge grass	—/—	Riparian
INSECTS			
<i>Cicindela tranquebarica viridissima</i>	Greenest tiger beetle	C2/—	Santa Ana River banks
FISH			
<i>Gila orcutti</i>	Arroyo chub	—/SSC	Santa Ana River
<i>Catostomus santaanae</i>	Santa Ana sucker	—/SSC	Santa Ana River
AMPHIBIANS			
<i>Bufo microscaphus</i> ssp. <i>californicus</i>	Arroyo southwestern toad	C2/SSC	Riparian, arroyos
<i>Rana aurora draytoni</i>	California red-legged frog	C2/SSC	Riparian, away from humans
REPTILES			
<i>Clemmys marmorata pallida</i>	Western pond turtle	C2/SSC	Riparian
<i>Phrynosoma coronatum blainvilliei</i>	San Diego horned lizard	C2/SSC	Sage scrub, open fields
<i>Xantusia henshawi</i>	Granite night lizard	—/—	Rocky outcrops in canyons near scrub and fields
<i>Cnemidophorus hyperythrus</i>	Orange-throated whiptail	C2/SSC	Sage scrub
<i>Thamnophis couchi hammondi</i>	Two-striped garter snake	—/—	Riparian
BIRDS			
<i>Vireo bellii pusillus</i>	Least Bell's vireo	FE/CE	Santa Ana River Riparian
<i>Coccyzus americanus occidentalis</i>	Western yellow-billed cuckoo	—/CE	Santa Ana River Riparian
<i>Polioptera californica</i>	California gnatcatcher	C1/SSC	Sage scrub
<i>Thryomanes bewickii</i>	Bewick's wren	—/—	Chaparral, open sage scrub



Section III — Context for Planning

Scientific Name	Common Name	Status Fed/CA/CNPS	Preferred Habitat
<i>Lanius ludovicianus</i>	Loggerhead shrike	—/—	Open fields with perches
<i>Athene cunicularia</i>	Burrowing owl	—/SSC	Open fields with bare soil, soil coincides with ground squirrels
<i>Elanus leucurus</i>	Black-shouldered kite	—/SSC	Grasslands
<i>Accipiter striatus</i>	Sharp-shinned hawk	—/SSC	Raptor habitat (margin of wood- land/grassland, scrub/grassland)
<i>Accipiter cooperii</i>	Cooper's hawk	—/SSC	Raptor habitat
<i>Aquila chrysaetos</i>	Golden eagle	—/SSC	Grasslands
<i>Falco mexicanus</i>	Prairie falcon	—/SSC	Inland cliffs and canyons
<i>Buteo lineatus</i>	Red-shouldered hawk	—/—	Santa Ana River Riparian
<i>Buteo regalis</i>	Ferruginous hawk	C2/—	Grasslands
<i>Falco columbarius</i>	Merlin (pigeon hawk)	—/—	Open fields in winter
MAMMALS			
<i>Dipodomys stephensi</i>	Stephen's kangaroo rat	FE/CE	Grassland with exposed bare soil, away from humans
<i>Bassariscus astutus</i>	Ringtail	—/CFP	Rocky areas near water
<p>ABBREVIATIONS:</p> <p>Fed - Federal Government CA - The State of California CNPS - California Native Plant Society</p> <p>DEFINITIONS:</p> <p>C1 - Federal candidate species for threatened or endangered status; sufficient data is on file to support a federal listing. C2 - Federal candidate species for which there is insufficient data to support a listing as threatened or endangered at this time. CE - State of California listed as endangered. CFP - California fully protected species. FE - Federally listed endangered species. SSC - California species of special concern.</p>			





LEGEND

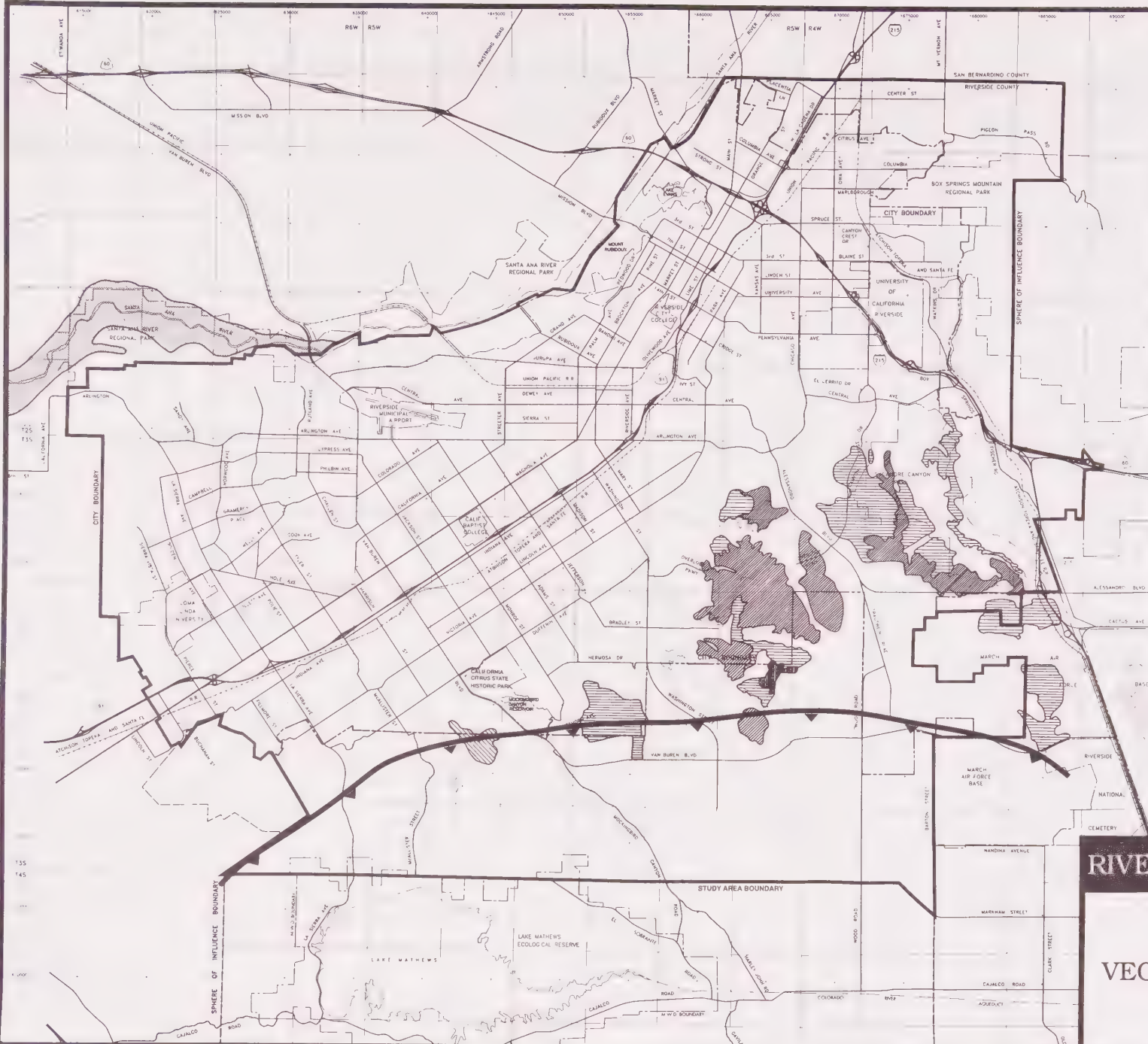
- JUNIPER WOODLANDS
HISTORIC LIMIT LINE
- KANGAROO RAT
TRACE ABUNDANCE
- KANGAROO RAT
LOW ABUNDANCE
- KANGAROO RAT
MEDIUM ABUNDANCE
- KANGAROO RAT
HIGH ABUNDANCE
- LEAST BELL'S VIREO,
CALIFORNIA YELLOW-
BILLED CUCKOO

Source: Riverside County Planning Department
June 1982



RIVERSIDE GENERAL PLAN

Exhibit 9 VEGETATION & WILDLIFE RESOURCES



3. *Agricultural Resources*

Agricultural lands are a vital economic, open space and environmental resource for the City of Riverside. The General Plan envisions such land as a permanent part of the City's overall land use pattern. The citrus industry is a traditional mainstay of the local economy and has shaped an important part of the City's history and identity. In addition to the economic benefits of agricultural land use, it can provide indirect benefits of enhanced air quality, reduced congestion, and heightened community aesthetics.

California's support for agricultural preservation is evidenced by the adoption of the California Land Conservation Act of 1965, also known as the Williamson Act. This act permits local governments to offer property tax relief in exchange for commitments by property owners to preserve substantial blocks of agricultural land for lengthy periods of time. In addition, City of Riverside voter initiatives Measures R and C illustrate the importance of agricultural preservation to the people of Riverside.

Within the General Plan Area, citriculture is concentrated primarily in the Arlington Heights, Highgrove, Orangecrest, Woodcrest and Rancho El Sobrante areas. Significant blocks of non-citrus agricultural lands used for dry farming, nursery stock, and truck gardening are also present in the communities just mentioned, as well as elsewhere in the General Plan Area, such as in the Arlanza/La Sierra Community. Agricultural lands are classified in one of the following four categories established by State and Federal agencies:³

Prime Farmland. Includes land with the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season, and moisture supply needed to produce sustained yields of crops when treated and managed. Such land must have been used for the production of irrigated crops within the last three years in order to be so designated.

Farmland of Statewide Importance. Land with a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years.

Unique Farmland. Land which does not meet the above criteria for Prime or Statewide importance, but which is currently used for the production of specific high value crops. It has the special combination of soil quality, location, growing season, and moisture supply needed to produce sustained high quality or high yields of a specific crop. Examples of such crops include oranges, olives, avocado, rice, grapes and cut flowers.

³ California Department of Conservation, Division of Land Resource Protection. "Advisory Guidelines for the Farmland Mapping and Monitoring Program." 1988.

U.S. Soil Conservation Service "Soil Survey of Western Riverside Area, California." November, 1971.



Section III — Context for Planning

Farmland of Local Importance. Non-irrigated land that is either currently producing crops or has the capacity of production. This land includes dry land grain, dairies, and other agriculturally-zoned land not included in the above categories. This land may be important to the local economy due to its productivity.

Exhibit 10 (Page III - 15) illustrates the location of agricultural lands within the General Plan Area designated according to this classification system.

The State classification system described above identifies agricultural land based substantially on current or very recent production. There are limited additional lands that appear to have soils and parcel sizes that might make them suitable for agricultural use even though they do not have a recent history of farming production. The U.S. Soil Conservation Service has its own land capability classification system in which soil types are grouped into eight separate classes. Classes I-IV include soils that are most suitable for agriculture; the areas where these soils occur are depicted on Exhibit 11 (Page III - 16). Parcel size is also significant in that normally a minimum of several acres is needed for efficient farming with the optimum area varying by crop type.







Conversely, several sites in the General Plan Area may contain undeveloped land which meets various criteria for agricultural suitability based on soils or historic use, but may not be good candidates for agricultural preservation due to such factors as parcel sizes, prevailing local land use patterns and trends, proximity of incompatible uses, overall community goals and policies, and proximity of major transportation routes and urban services.

All of the above factors are considerations in determining the optimum location for areas designated "Agriculture" or "Agricultural and Rural Residential" on the Land Use Diagram (*Located in the Map Pocket of this Document*).





LEGEND

-  PRIME FARMLAND*
-  FARMLAND OF STATEWIDE IMPORTANCE*
-  UNIQUE FARMLAND*
-  FARMLAND OF LOCAL IMPORTANCE*
-  NON-AGRICULTURAL LANDS
-  AGRICULTURAL CONSERVATION AREAS

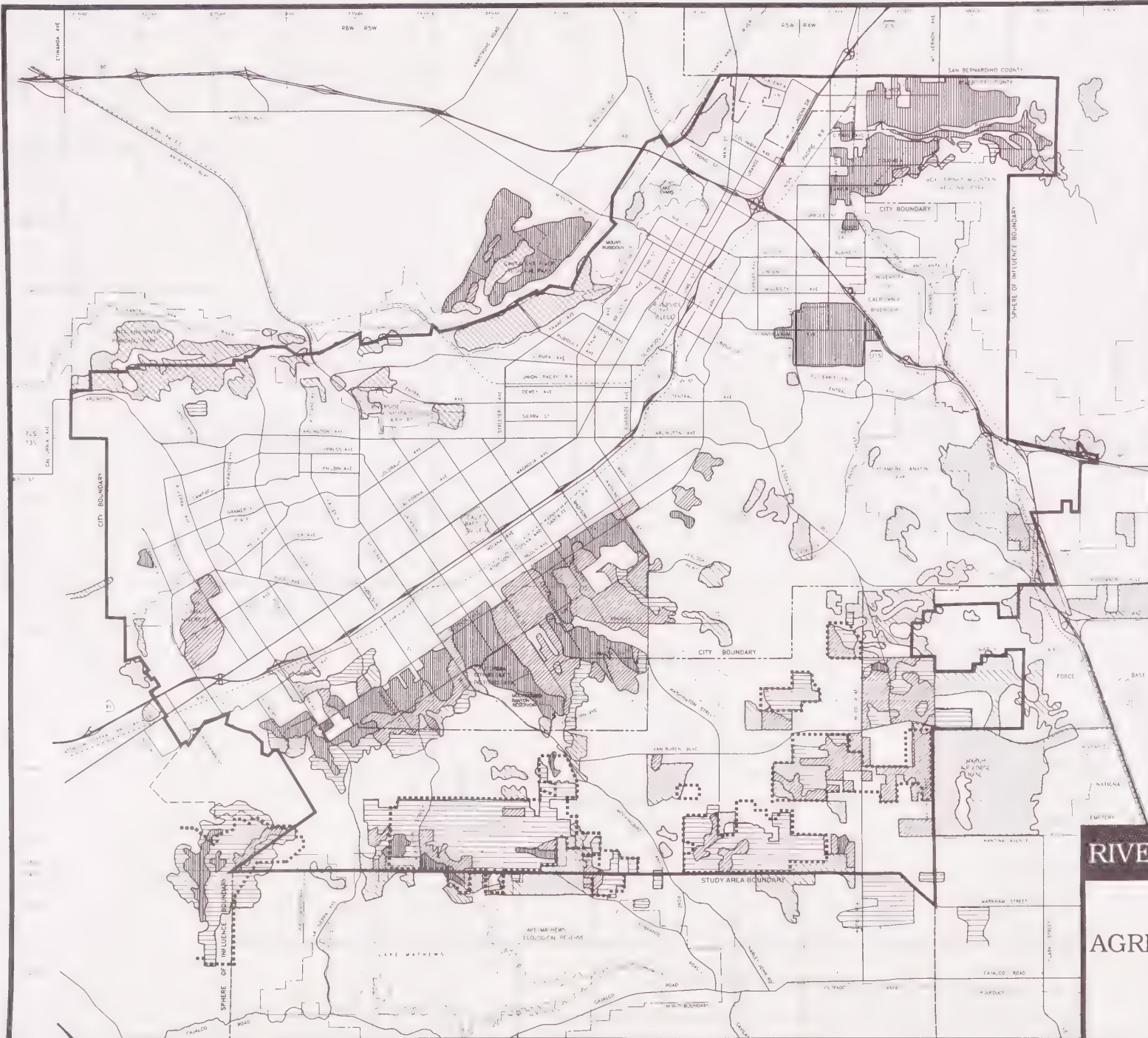
* This category does not include publicly owned lands for which there is an adopted policy preventing agricultural use

Sources: California Department of Conservation Division of Land Resource Protection, "Advisory Guidelines for the Farmland Mapping and Monitoring Program" 1988. County of Riverside "Comprehensive General Plan," March, 1984. U.S. Soil Conservation Service, "Soil Survey of Western Riverside Area California" November 1971




RIVERSIDE GENERAL PLAN

Exhibit 10 AGRICULTURAL RESOURCES STATE & FEDERAL CLASSIFICATIONS

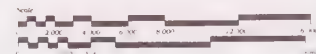




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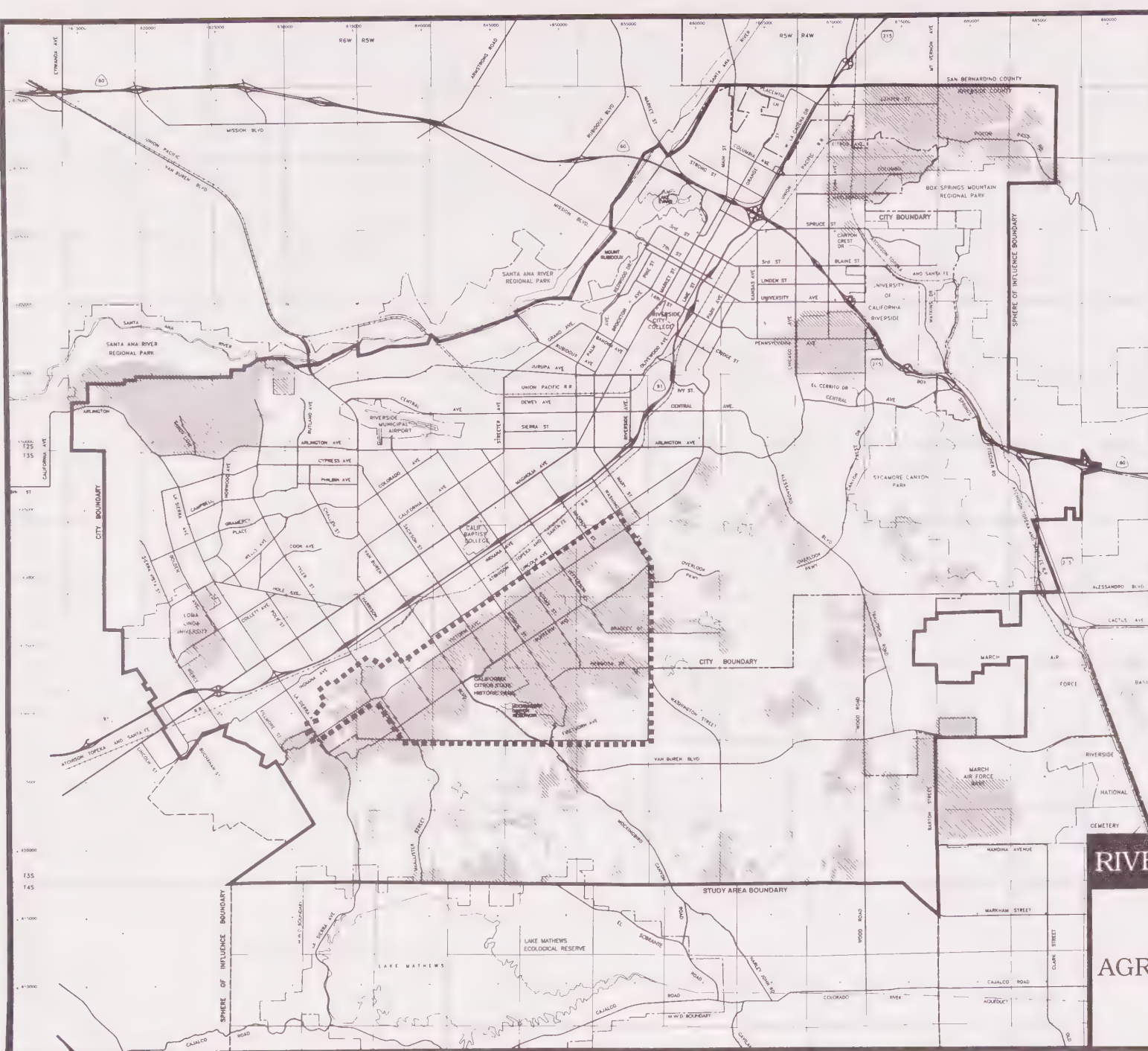
 SOILS in Classes I-IV of SCS Land Capability Classification System

Source: City of Riverside



RIVERSIDE GENERAL PLAN

Exhibit 11 AGRICULTURAL RESOURCES SOILS



4. *Open Space*

Open space is a land or water area with the potential to preserve critical natural resources, provide natural resources needed for production, offer outdoor recreational opportunities, create linkages between major recreation and open space areas, or create a buffer between urban areas. Open space may include parklands or linkages such as trail systems and scenic highways. There are five major open space areas designated as park land and located within the Riverside General Plan Area. These are the Santa Ana River Regional Park, Box Springs Mountain Regional County Park, Sycamore Canyon Park, Fairmount Park, Mt. Rubidoux Park and California Citrus State Historic Park. Exhibits 12 (Page III - 18) and 52 (Streets and Highways Diagram, *Located in the Map Pocket of this Document*) depict the location of major open space areas, as well as scenic and special boulevards. In addition to the publicly-owned open spaces illustrated on Exhibit 12 (Page III - 18), areas such as the Arlington Heights greenbelt illustrate the dual function of agricultural land as an open space and as a productive economic resource.

5. *Historic and Archaeological Resources*

Archaeological and paleontological resources exist in the Sycamore Canyon and Mockingbird Canyon reservoir areas. These areas are best used as open space, parks or cultural preserves.

Public knowledge and appreciation of the City's past is important to the cultural life of the community. Preservation efforts abound at the federal, state and local levels. Federal efforts include adoption of guidelines for the evaluation of historic sites, promulgated by the Secretary of the Interior; maintenance of the National Register of Historic Places; and creation of the Rehabilitation Tax Credit. At the state level, historic resources are addressed in the California Environmental Quality Act (CEQA) and inventory information is provided by the California Historic Resources Inventory.

The City's Cultural Heritage Board, land development regulations and an Historic Resources and Development Department represent local efforts to preserve historic resources. The Cultural Heritage Board of the City of Riverside has identified a substantial number of landmarks, including historic buildings, feats of engineering and significant vegetation. Exhibit 13 (Page III - 19) identifies historic sites throughout the General Plan Area and Exhibit 14 (Page III - 21) identifies those located in the downtown area.





LEGEND

- C** COMMUNITY PARK
- N** NEIGHBORHOOD PARK
- SU** SPECIAL USE
- SO** SMALL OPEN SPACE
- CW** CITY-WIDE PARK
- RP** STATE, COUNTY, REGIONAL PARK

● PROPOSED FACILITIES

■ DENOTES LARGER REGIONAL OR CITY-WIDE PARK

PS PUBLIC SCHOOL PLAYFIELD

Source: City of Riverside Park & Recreation Department 1991



RIVERSIDE GENERAL PLAN

Exhibit 12 PUBLIC PARKS & OPEN SPACES

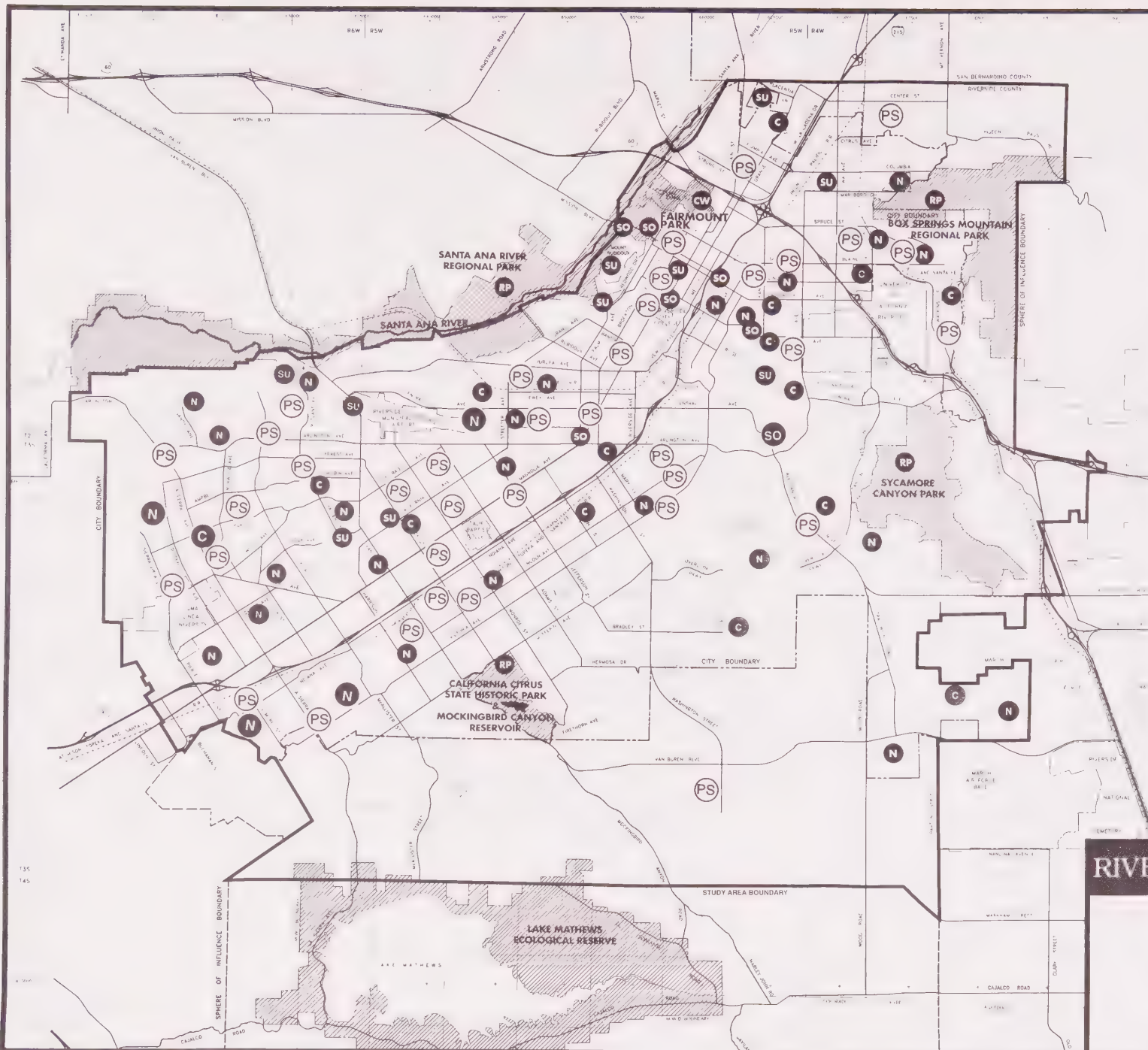


Exhibit 13: Historic Sites

- | | |
|--|--|
| 1. Arlington Branch Library | 27. Stone House |
| 2. Sherman Indian Museum | 28. Palm Grove |
| 3. Heritage House | 29. S.C. Evans Adobe |
| 4. Robert Bettner House | 30. Stone House |
| 5. Batkin-Chrysler House | 31. Rockledge |
| 6. The Gage Canal | 32. Roosevelt Palm |
| 7. Mount Rubidoux | 33. Victoria Bridge |
| 8. Native Sycamore Tree | 34. Former University Heights Junior High School |
| 9. Montezuma Bald Cypress Trees | 35. Weber House |
| 10. Fairmount Park | 36. Victoria Ave. (Myrtle Street to City Limits) |
| 11. Fairmount Park Bandshell | 37. Horse Chestnut Tree |
| 12. Moulton House | 38. Hartree Grove |
| 13. Magnolia Avenue Parkways & Center Median/Arlington Avenue & San Rafael Way | 39. Edgewild |
| 14. Magnolia United Presbyterian Church | 40. Raeburn |
| 15. Parent Navel Orange Tree | 41. Orchard House |
| 16. Chicago White Sox Redwood Tree | 42. Greystones |
| 17. Palm Elementary School | 43. Benedict Castle |
| 18. Chinatown | 44. William Childs House |
| 19. Riverside City College Quadrangle | 45. Estudillo House |
| 20. Shiels House | 46. Harwood Hall House |
| 21. John Brodhurst House | 47. Buena Vista Bridge |
| 22. Hammer - Wallihan House | 48. Buena Vista Drive & Carlson Park |
| 23. Mc Intyre House | 49. Hole Mansion |
| 24. Union Pacific Depot | 50. Collins-Seaton House |
| 25. John W. North Park | 51. Trujillo Adobe |
| 26. Ward House | |

Date Approved — July 21, 1992





LEGEND

LEGEND

- HISTORIC SITE
- HISTORIC BUILDING
- ▲ HISTORIC VEGETATION

NOTE: SEE PREVIOUS PAGE FOR LIST OF NUMBERED SITES

Source: The Cultural Heritage Board of the City of Riverside, 1989



RIVERSIDE GENERAL PLAN

Exhibit 13 HISTORIC SITES

JULY 21, 1992

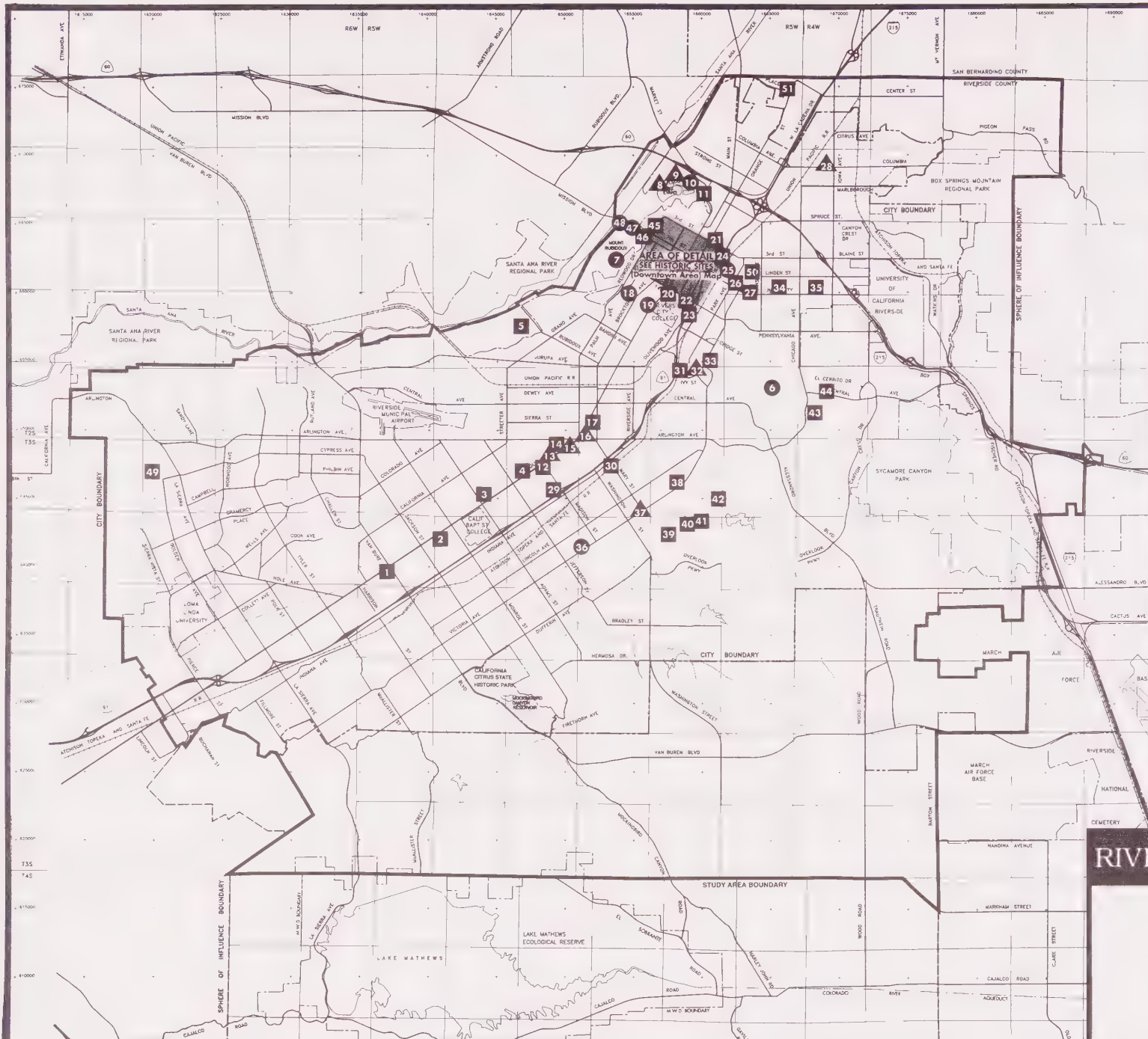


Exhibit 14: Downtown Historic Sites

1. Irvine House
2. Collier House
3. Waite House
4. Mitchell House
5. Harada House
6. Cressman House
7. Universalist-Unitarian Church
8. New Jerusalem Church
9. Fox Theater
10. Loring Opera House
11. Loring Building
12. The Mission Inn
13. Old City Hall
14. Riverside Municipal Museum
15. First Congregational Church
16. First Church of Christ Scientist
17. Riverside Municipal Auditorium
18. Riverside Art Museum
19. Seventh Street (from Santa Fe Depot to Buena Vista Bridge)
20. Arcade Building
21. Former Young Men's Christian Association Building
22. Hoover House
23. White Park
24. Former Rouse's Department Store
25. Bonnett Building
26. Lerner Building
27. Riverside County Courthouse
28. Former M.H. Simons' Undertaking Chapel
29. Devine House
30. Jarvis House
31. Evergreen Cemetery and Riverside Mausoleum
32. Grant School
33. Newman Park & The De Anza Statue

Date Approved — July 21, 1992





LEGEND

- HISTORIC SITE
- HISTORIC BUILDING
- ▲ HISTORIC VEGETATION

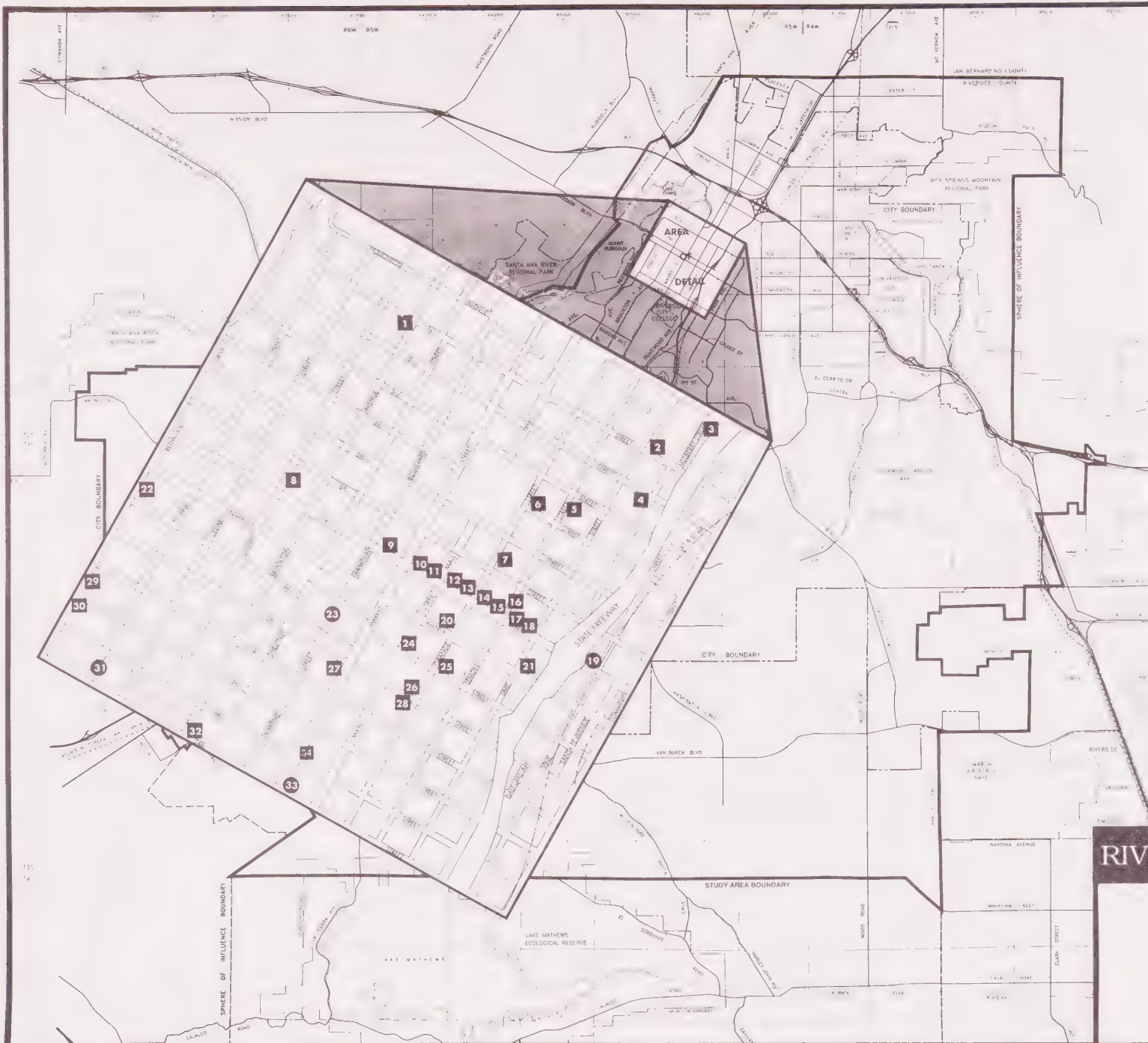
NOTE: SEE PREVIOUS PAGE FOR LIST OF NUMBERED SITES

Source: The Cultural Heritage Board of the City of Riverside, 1989



RIVERSIDE GENERAL PLAN

Exhibit 14 DOWNTOWN HISTORIC SITES July 21, 1992



6. Air and Noise Pollution

Rapid development, economic growth, and an increasing reliance on the automobile have caused significant declines in air quality in Riverside and within the Southern California region. The four major constituents of air pollution in the South Coast Air Basin are carbon monoxide (CO), oxides of nitrogen (NO_x), Ozone (O₃) and Particulates (PM₁₀). All of these pollutants may be formed as a result of fuel combustion and other human activities. Air pollution can cause health problems ranging from simple eye, throat and lung irritation to severe lung disorders. It is essential that these pollutants be minimized to the greatest extent possible to protect the health, safety and welfare of the general public.

Over the years federal, state and regional agencies have taken increasingly severe steps to limit the emission of air pollutants from both stationary and mobile sources. In Southern California, the automobile is by far the largest source of emissions and the most difficult to control effectively. The region's prevailing lifestyle depends almost entirely on travel by car, a daily fact of life for most workers residing in the Riverside area. Regionally, the average commute to work was estimated by Southern California Association of Governments (SCAG) to be twenty-two and a half minutes in 1984. In their 1988 Growth Management Plan, SCAG estimated that Riverside County work trips will increase by 142% by 2010, 3.4 times the expected regional increase. To reduce reliance on transportation by private automobile, the City may utilize its police powers and its fiscal resources to adopt growth management and transportation demand management policies, facilitate higher density development near transportation corridors and public transit stops, encourage the location of jobs near housing, develop additional public transit capacity, and provide for alternative non-motorized means of transportation such as bicycling and walking. The Plan's Air Quality section contains a more detailed analysis of existing and projected air pollution levels in the Riverside General Plan Area; Appendix C (*Under Separate Cover.*) contains the technical background information for this analysis.

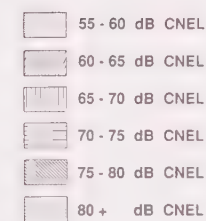
Most sources of noise pollution are transportation-related. Traffic using the Santa Fe and Union Pacific Railroad Lines, Riverside and Escondido Freeways, major streets, March Air Force Base and the Riverside Municipal Airport generates most of the significant noise problems in Riverside. Extensive noise monitoring was conducted as part of General Plan development; this data was used in determining the existing noise levels throughout the community. Exhibit 15 (Page III - 24) illustrates existing noise contours for areas subject to noise levels in excess of 60 Db CNEL⁴. These contours are based on measurements taken throughout the City. Additional analysis of noise issues is contained in the Noise Element, within the Growth Management Section of this General Plan. Technical materials related to this noise analysis are found in Appendix D (*Under Separate Cover.*).

⁴ CNEL - Community Noise Equivalent Level is the average equivalent A-weighted sound level during a twenty-four hour day. See the glossary (found in Appendix A, Page X - 2) for more information.





LEGEND



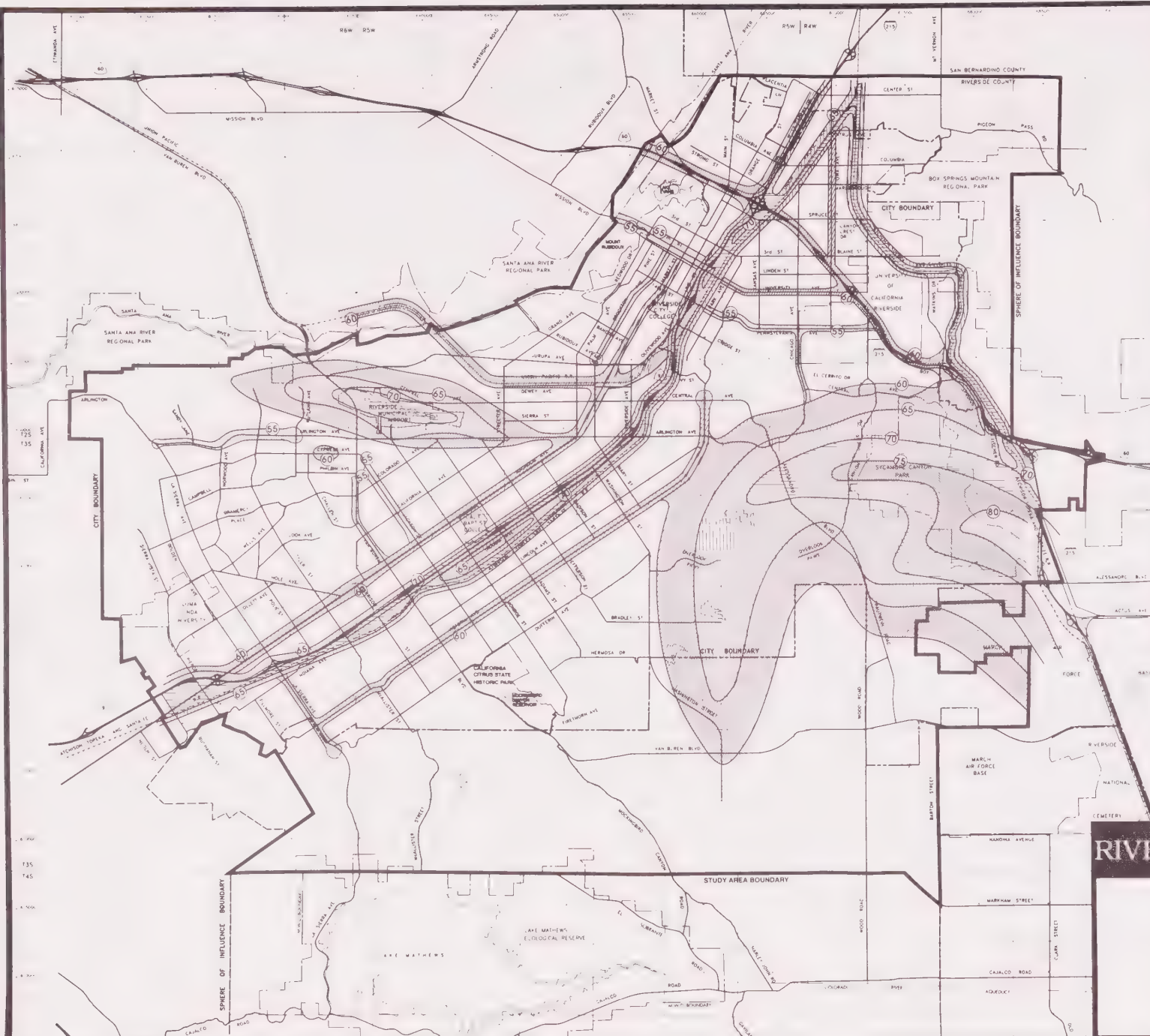
dB CNEL - Community Noise Equivalent Level is the average A-weighted sound level in decibels during a 24 hour day

Source: Earth Metrics, Inc.



RIVERSIDE GENERAL PLAN

Exhibit 15 EXISTING NOISE CONTOURS



C. *Planning and Growth in Riverside*

1. *Early Settlement*

Riverside is situated within an area known informally as the “Inland Empire.” This term indicates the area’s unique identity, distinct from that of the Southern California region as a whole; it also denotes the area’s importance as a separate population and economic center. The area was first encountered by people of European origin under Spanish explorer Juan Bautista de Anza in 1774. Subsequently, through a succession of land grants by the Mexican government, the area was settled largely by self-sufficient farmers and cattlemen. Two tiny Spanish-speaking villages, Agua Mansa and La Placita, were established in the 1840’s immediately north of what is now Riverside.

In 1870, John W. North and associates, with both altruistic and entrepreneurial aims, founded a “colony” on the site of what is now downtown Riverside. It became known as the “Mile Square.” Over time, this area became the center of the much larger Riverside community. The Washington navel orange, introduced in the 1870’s, prospered in the area’s temperate climate and formed the basis for a thriving agricultural industry. By 1887, oranges were California’s most important cash crop. The booming citrus industry supported a rapid growth in population and per capita income, which has been termed “California’s Second Gold Rush.” During this period, Riverside continued to expand its irrigation systems and agricultural districts, such as Arlington Heights, were created. Many early citizens were wealthy Easterners and expatriate British citizens who established large estates and made the City famous as a winter residence and cultural center. These individuals had a profound influence on local architecture and urban design, best reflected in the creation of Victoria Avenue, a local boulevard known nationally for its beautiful setting.

Military operations have also had a profound influence on the City’s growth. March Field (now March Air Force Base) opened during World War I and has grown from its original 640 acres to around 8,000 acres today. With approximately 6,700 military personnel and 1,300 civilian employees, it is also a major local employer. Two temporary World War II facilities, nearby Camp Haan and Camp Anza (later converted to a subdivision) have also contributed to residential growth by introducing large numbers of military personnel to the Riverside area, many of whom returned to live here after the war.

As with most cities in Southern California, the automobile has served as a catalyst for growth, adding both mobility and new problems of air pollution and traffic congestion. The mobility offered by the automobile has allowed the City to expand outward; it has also resulted in a pattern of lengthy commutes between regional employment centers and residential areas. Automobile travel has also contributed positively to Riverside’s distinctive community through the construction of scenic boulevards with wide, tree-lined rights-of-way.



2. Creative Planning

The tradition of quality community planning in Riverside began with the City's founding. In 1916, Riverside became the third city in California to establish a planning commission and in 1928, Charles Henry Cheney prepared a master plan for the City of Riverside. This plan, consisting of two reports, was one of the first attempts by any city in California to implement the 1927 California State Planning Act. The first document, *Major Traffic Street Plan and Report*, promoted the goals of traffic safety and economic use of community resources. It examined the causes and remedies of street congestion, and envisioned a system of parkways and boulevards for recreational driving, epitomized by its "Round-the-City Drive" proposal. The creation of well-designed gateways was also promoted in this plan as another means of enhancing the community's image.

The second report, *Recreational, Civic Center and Regional Plan*, focused on quality of life issues in Riverside. This document addressed such innovative issues as street planting programs, promotion of the school/park concept, and the creation of "wild reserves". Specifically mentioned were Sycamore Canyon, the Santa Ana River and Arlington Heights. Riverside has continued this creative planning process in the years since Cheney made his recommendations.

In 1969, Riverside adopted a new and comprehensive General Plan. This plan was prepared by the consulting firm of Livingston and Blayney and was adopted after four years of preparation and public review. It formed the foundation for the City's planning activities during the 1970's and 1980's. As the City grew and the requirements and complexity of the planning process increased, the City updated its plan and prepared additional community and specific plans for the community. In 1984, the City produced a summary of the plan elements, community and specific plans in effect at that time. This summary included the Land Use, Housing, Open Space and Conservation, Seismic Safety and Safety, Circulation and Transportation, Scenic Highways, and Noise Plan Elements; it also included the nine community plans, three specific plans and two area studies in effect at that time.

In 1986, the City Council of Riverside initiated a Strategic Planning Process known as the Year 2000 Plan. This planning process sought to involve the entire community of Riverside in the development of a long-term vision for the City. Major issues such as Economic Development, Land Use, and Recreation and Cultural Activities were all addressed in this community planning process. The goals and action programs identified in this effort have been used in shaping this General Plan, in addition to the goals contained in the previously-adopted Plan Elements. In July 1987, the City Council began the development of a General Plan that would update and integrate the goals and policies of the existing plans and extend the City's planning horizon to the year 2010. This General Plan is the result of those efforts.



3. *Redevelopment*

The recent planning programs described above emphasize preservation of existing neighborhoods and development in previously non-urban areas. In addition, the City of Riverside's programs address redevelopment within the existing urban area. Redevelopment is the focus of a major cooperative effort by local government, the community and the private sector to prevent and eliminate blight within the City. Examples of blight include old, run-down buildings, inadequate public improvements and services, land that is not utilized efficiently and a declining tax base. The Riverside Redevelopment Agency, established by the City in 1971, works closely with residents and businesses to encourage new development and neighborhood rehabilitation efforts. The Agency's programs are designed to eliminate the symptoms of decline as well as the underlying causes. A deteriorating area does not pay its own way and becomes a financial burden on the entire City. Social problems such as unemployment and crime can manifest themselves in a deteriorating neighborhood. Riverside's redevelopment program is designed to be a strong force in shaping the future character of the City. Exhibit 16 (Page III - 27) lists the Redevelopment Areas designated by the City of Riverside.

Exhibit 16: Riverside Redevelopment Project Areas

Project Area	Acreage
Arlington	40
Casa Blanca	725
Central Industrial	590
Downtown	700
Eastside	30
Sycamore Canyon	1500
Riverside Airport Industrial	1660

D. The Community Today

1. Riverside's Population

Exhibit 17 (Page III - 28) presents the City of Riverside's population, as reported by the U.S. Census Bureau, for the past fifty years. As this table indicates, the City's population has increased in each decade since 1940, although the absolute number of new residents and the rate of growth have varied widely. Some of these differences reflect growth trends throughout the Southern California Region; others reflect changing patterns of migration into Riverside; still others result from annexation of areas into the City. Together, they describe a city which has continued



Section III — Context for Planning

to attract new residents even as it has changed from a predominantly agricultural community to a major urban center.

Exhibit 17: City of Riverside Population

City of Riverside Population ¹			
Year	Persons	Increase During Previous Decade	Percentage Increase
1940	34,696	-	-
1950	46,764	12,068	34.78%
1960	84,332	37,568	80.34%
1970	140,089	55,757	66.12%
1980	170,657	30,568	21.82%
1990	226,505	55,848	32.73%

U.S. Department of commerce, Bureau of the Census. Decennial Censuses of Population. 1940-1990.

Riverside has also experienced other changes in its demographic characteristics. The median age of residents increased from 26.2 years in 1970 to 27.9 years in 1980. This change reflects the aging of the “baby boom” generation, and is a general trend seen nationwide. Even with this increase in median age, however, Riverside’s population in 1980 was younger than the Region’s (median age of 30.8 years) or the nation’s (30.0 years).

Riverside’s population has also become more diverse over time. As Exhibit 18 (Page III - 29) shows, minorities comprise an increasing share of the City’s population, although local minority percentages are lower than for the Southern California Region as a whole.



Exhibit 18: Ethnicity of Riverside's Population

Ethnicity of Riverside's Population ¹			
Ethnic Group	1970	1980	1990
Non-minority Whites	81.6%	73.6%	61.25%
Hispanics	11.4%	16.1%	26.00%
Blacks	5.2%	6.7%	7.00%
Asian/Pacific Islander	Not Available	1.9%	4.90%
Other	1.8%	1.7%	0.85%
Total	100.0%	100.0%	100.00%

U.S. Department of Commerce, Bureau of Census. Decennial Censuses of Population. 1970-1990.

Household size for the City of Riverside has remained relatively constant in recent years. The 1990 Census reports a household size of 2.82 persons per housing unit for the City; somewhat higher than the national average of 2.63. Over the longer term, national trends suggest the City's household size will decline.

2. Economic Characteristics

During the 1970's and 1980's, employment in the City of Riverside grew steadily. Exhibit 19 (Page III - 30) illustrates the changes in the number of jobs for each industry and the percentage of the City's total employment provided by each industry. During this time period, all industries showed gains in the numbers of jobs except agriculture. Manufacturing, retail trade and professional and related services maintained their dominant roles in the City's economy.

Exhibit 20 (Page III - 31) illustrates 1987 employment data for the Metropolitan Statistical Area (MSA).⁵ These data indicate some differences in employment between the City (as reported in 1980) and the greater metropolitan area. While the services, manufacturing and retail sectors provide the majority of jobs in Riverside, the services, retail and government sectors provide the greatest percentage of jobs in the MSA.

Exhibit 21 (Page III - 31) shows the distribution of occupations reported by City of Riverside resident workers in 1980. It illustrates that the majority of workers living in Riverside were in technical and sales positions or professional and management positions.

Per capita income was lower in Riverside in 1985 than in the County or the State as a whole in 1984. The City of Riverside's per capita income of \$10,802 in 1985 was

⁵ SCAG. Regional Growth Management Plan. March 1989. Riverside's MSA includes Riverside and San Bernardino Counties.



Section III — Context for Planning

lower than the State's (\$14,471) and the County's (\$13,090) in 1984. Riverside County's median household income (\$16,037) was also lower than the State's (\$18,243).⁶

The job-housing ratio in 1987 for the City of Riverside was 0.48 jobs per resident. This is the same ratio as existed in 1987 for the Southern California Region as a whole.

Exhibit 19: Employment by Industry 1970 — 1980

Employment by Industry, 1970 to 1980					
Industry	City of Riverside Employment (Number of Jobs)				
	1970		1980		Percent Change ⁸ 70-80
	Number	Percent	Number	Percent	
Agriculture, Forestry, Fisheries & Mining (other ⁹)	1705	3.30	1491	1.95	-12.55
Construction	2605	5.05	4886	6.39	87.56
Manufacturing	9206	17.83	14064	18.41	52.77
Transportation	728	1.41	2231	2.92	206.46
Communications & Public Utilities	1376	2.67	1838	2.41	33.58
Wholesale Trade	2044	3.96	2900	3.80	41.88
Retail Trade	8525	16.51	13260	17.35	55.54
Finance, Insurance & Real Estate	2971	5.75	4869	6.37	63.88
Business & Repair Services	1865	3.61	3387	4.43	81.61
Personal, Entertainment & Recreational Services	1917	3.71	2777	3.63	44.86
Professional & Related Services	14157	27.42	19741	25.84	39.44
Government	4528	8.78	4967	6.50	9.70
Total	51,627	100.00	76,411	100.00	48.01

⁶ U.S. Department of Commerce, Bureau of the Census. *County and City Data Book*. 1988.

⁷ U.S. Department of Commerce, Bureau of Census. *Census of Population and Housing*. Table P-3. 1970 and 1980.

⁸ Percent change in the number of jobs.

⁹ The 1970 census data included agricultural and kindred industries in an "other" category.



Exhibit 20: Metropolitan Statistical Area (MSA) Employment by Industry — 1987

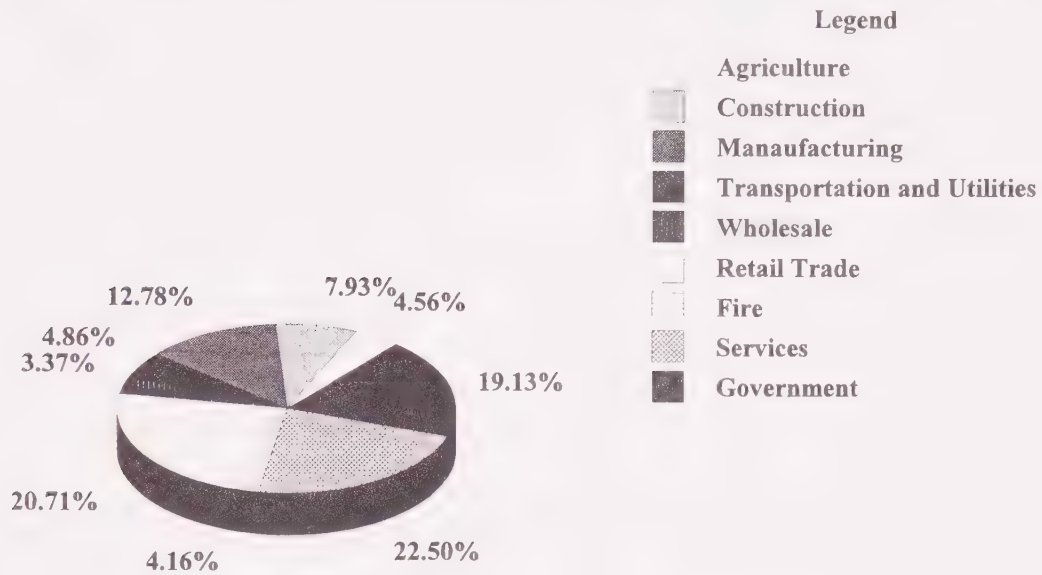
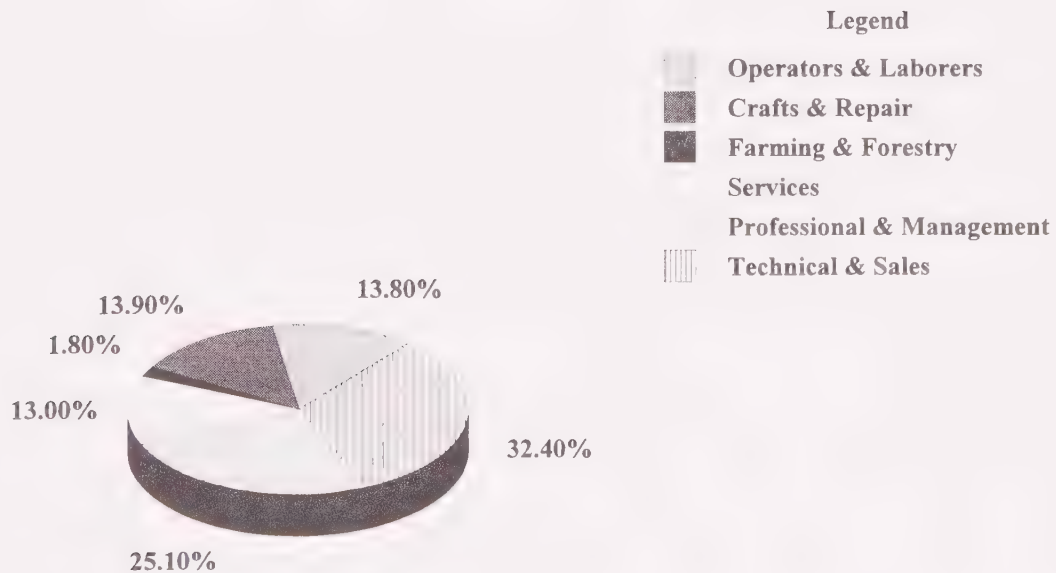


Exhibit 21: Occupations of Riverside Residents 1980



3. Land Use and Development Patterns

The Riverside General Plan Area is approximately 58,000 acres in size (excluding public rights-of-way); of this area, approximately 40,000 acres are currently in urban use. Of the remaining non-urban acreage, about 12,000 acres are identified as vacant or undeveloped lands, with approximately 5,000 acres devoted to agricultural use. The distribution of acreage by land uses is shown in Exhibit 22 (Page III - 33).

Riverside's residential land use is comprised of predominantly single family residential development, at an overall average of approximately four dwelling units per acre. Most of the housing stock in Riverside has been built since 1960; twenty-one percent of the housing supply is between thirty and forty years old. The land use analysis shows that the Community Areas with the greatest number of acres devoted to residential land use are Alessandro Heights, Arlanza/La Sierra, Arlington Heights, Canyon Crest, Ramona, Rancho El Sobrante, University, Victoria and Woodcrest. Land currently developed in multi-family use is distributed throughout the City but is concentrated in such areas as Downtown, University, Canyon Crest, Arlanza/La Sierra and Ramona.

Commercial development in Riverside occurs throughout the City in the form of regional, community and neighborhood shopping centers; general and strip commercial areas also occur along major roadways. As previously noted, the financial center of the City and the Inland Empire is located in Downtown Riverside. Most other commercial development has occurred parallel to U.S. Highway 91 in the Arlanza/La Sierra, Arlington, Downtown, Magnolia Center and Ramona areas; a significant amount of commercial development is also found in the University Community Area.

Industrial development is found in a number of locations around the City, many in close proximity to freeways and rail lines. Most industry in Riverside can be considered light industrial. Major industries include warehousing and distribution, aerospace, printing and publishing, and transportation-related manufacture. The Community Areas with the greatest number of acres currently devoted to industrial use are Airport, Arlanza/La Sierra, Canyon Springs, Hunter Business Park, Northeast Industrial Park, Northside and Eastside.

The significance of institutional land uses in Riverside cannot be understated. The City is home to four major higher education facilities: the University of California at Riverside (UCR), La Sierra (formerly Loma Linda) University, Riverside Community College and California Baptist College. The downtown area is the location of many City, County and State offices. In addition, four major hospitals and a County services complex are located within the City of Riverside. The Community Areas with the greatest number of acres in institutional uses are Airport, Arlanza/La Sierra, Arlington, Canyon Crest, Downtown, Ramona and University.



Exhibit 22: Existing Land Use — 1989

Community	Residential Center	Com./Ind. Acres	Institutional/Parks Acres	Non-Urban Acres	Total Acres
Airport	719.14	357.88	630.51	550.59	2,258.12
Alessandro Heights	1,078.69	0.00	326.81	1,562.56	2,968.06
Arlanza/La Sierra	3,753.79	609.28	863.13	2,812.56	8,038.76
Arlington	779.70	314.18	180.03	151.25	1,425.16
Arlington Heights	3,141.45	0.00	530.24	1,061.83	4,733.52
Canyon Crest	1,053.29	7.66	1,270.97	690.95	3,022.87
Canyon Springs	0.00	103.11	0.00	350.30	453.41
Casa Blanca	291.10	102.25	64.30	96.48	554.13
Downtown	507.44	167.86	1,099.08	45.11	1,819.49
Eastside	306.57	0.00	15.07	264.06	585.70
Hawarden Hills	466.44	134.44	241.74	68.68	911.30
Highgrove	284.72	48.74	1,266.71	829.66	2,429.83
Hunter Park	14.75	491.87	51.85	565.23	1,123.70
Magnolia Center	881.14	271.39	177.74	41.93	1,372.20
Mission Grove	0.00	8.14	0.00	503.77	511.91
Northeast Industrial Park	36.02	209.02	2.22	55.55	302.81
Northside	511.55	156.09	274.42	367.07	1,309.13
Orangetown	436.36	0.00	11.36	892.70	1,340.42
Ramona	1,321.33	278.49	490.77	79.74	2,170.33
Rancho El Sobrante	1,417.07	4.20	1,906.69	3,194.16	6,522.12
Sycamore Canyon Bus. Park	0.00	11.24	673.35	909.96	1,594.55
University	914.61	240.28	2,569.02	514.42	4,238.33
Victoria	970.28	59.43	413.13	72.84	1,515.68
Woodcrest	2,193.07	68.16	1,245.89	1,638.24	5,145.36
Wood Streets/Grand	746.64	31.32	420.86	18.63	1,217.45
TOTAL GENERAL PLAN AREA	21,825.15	3,675.03	14,725.89	17,338.27	57,564.34

Professional office developments are located throughout the City, with the highest density office developments occurring in the Downtown and Magnolia Center Community Areas. Riverside's industrial and business parks also contain a significant number of office uses. Land allocated to business park development is most prevalent in the areas of Airport, Hunter Industrial Park, University, Arlington and Arlanza/La Sierra.



E. Public Facilities and Resources

This section of the “Context for Planning” examines the community facilities, public services and utility systems which serve residents of the City of Riverside. Many of these systems, including water, sewer, and transportation, act as catalysts for urban growth and development. These facilities must be in place for growth to occur in an area. Their presence or absence can strongly influence the shape of an urban community. Other facilities are also necessary to serve both existing and new development. These facilities include parks, libraries, fire stations, schools, flood control and drainage facilities and solid waste disposal. This section focuses on the identification of these existing facilities and the City’s current service levels.

1. Parks

Riverside’s parks are among the City’s most distinctive features; parks and recreation facilities and services are used extensively by City residents. Seven distinct park types have been defined for use in planning for Riverside. These are neighborhood parks, community parks, special use parks, urban open space parks, citywide parks, regional and state parks. Exhibit 12 (Page III - 18) shows the location of all significant park areas.

Neighborhood parks provide both passive and active recreational opportunities to residents of relatively small service areas, with such facilities as playgrounds, basketball courts and picnic areas. There are currently eighteen neighborhood parks located throughout the Riverside General Plan Area, with a total of 105 acres of parkland. Nine additional neighborhood parks consisting of one-hundred and two acres are currently planned.

Community parks often include the same facilities as neighborhood parks, but differ in that they serve residents from a larger area and usually include additional facilities, such as large athletic fields, swimming pools or community centers. Since they provide similar facilities, Community Parks serve as neighborhood parks for nearby residents. There are fourteen community parks in the City of Riverside, with a total of three-hundred and four acres.

Special use parks are facilities designed for specific recreational activities such as ball field complexes, air fields for remote control planes and golf courses. The City currently has six special use parks, with a total of fifty-nine developed acres and one-hundred and fifteen undeveloped acres.

Small open space features include historical sites, “pocket parks”, parkways and plazas. The City has a total of five pocket parks, totaling approximately ten acres.

Citywide parks provide services to the entire City and include unique recreational and/or scenic features. The City currently has eight Citywide parks, including Fairmount Park and Sycamore Canyon, with a total of 1,434 acres.



Regional and state parks, although not operated by the City, provide City residents with additional recreational opportunities for natural and historic interpretation, camping, hiking and fishing. The General Plan Area includes three regional parks - Box Springs Mountain Regional County Park, Martha McLean-Anza Narrows Regional Park and the Santa Ana River Regional Park - and one State park, the California Citrus State Historic Park.

One measure of park land availability in a community is the amount of park land per capita. The City of Riverside's current standard for adequacy of park land is two acres of neighborhood park land per one-thousand people. Community park land is included in the calculation of adequacy because community parks provide neighborhood park services to surrounding areas. Riverside currently has four-hundred and nine acres of neighborhood and community parks. For the City's 1990 population, four-hundred and fifty-three acres would be needed to meet this standard. Based on this calculation, there is an existing service deficiency of approximately forty-four acres. While this deficiency is largely offset by the abundance of additional park land in the City, it will be eliminated by the completion of presently-proposed neighborhood and community parks.

There are no specific standards for special use parks, small open space features, citywide parks, regional or state parks. However, as the City continues to grow, additional open space and park areas should be created within new developments so their residents can also enjoy these amenities.

2. *Libraries*

The City of Riverside currently operates a central library and five branch libraries; a Literacy Program Office and a Bookmobile are also provided within the City. The City library system serves unincorporated County of Riverside areas under a contract with the County.

A community's need for libraries is measured by service radius, library volumes per capita, and size of facilities per capita. The City's current policy states that library patrons generally should not travel more than three miles to reach a main or branch library. Exhibit 23 (Page III - 36) illustrates the locations of Riverside's existing libraries and the areas served according to this travel distance standard, the secondary service area depicted on the exhibit. The primary service area reflects the American Library Association's standard of one mile. The City currently uses a standard of 0.6 square feet per capita to determine adequacy of library facility space. The City hopes to achieve an inventory of materials equivalent to two volumes per capita.





LEGEND

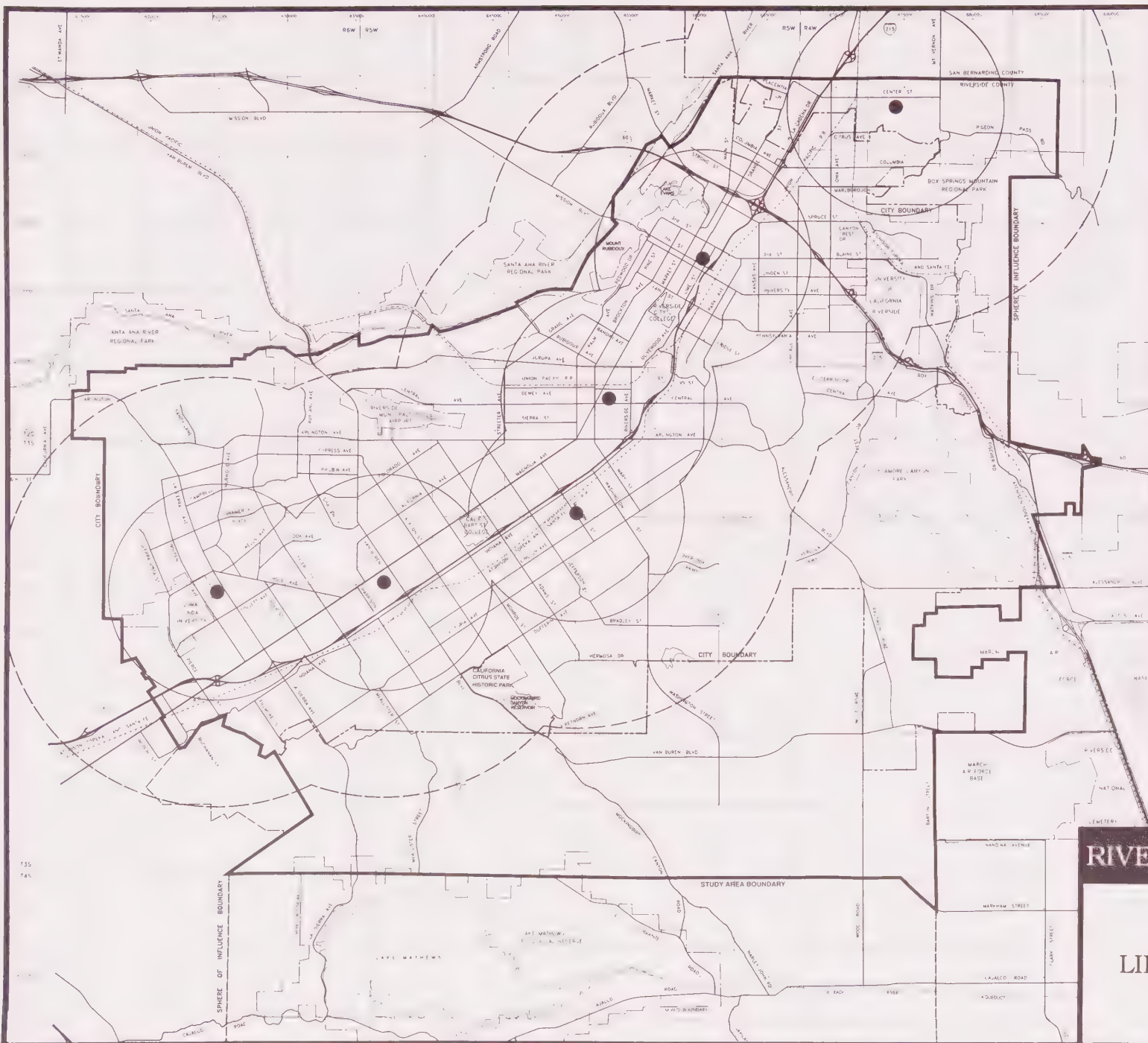
- FACILITY LOCATION
- PRIMARY SERVICE AREA BOUNDARY
- - - SECONDARY SERVICE AREA BOUNDARY

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 23 LIBRARY LOCATIONS & SERVICE AREAS



The City is currently operating below both the space and volumes per capita standards. With current facilities, Riverside has 0.39 feet of library space per person served. An additional 44,635 square feet of library space is needed for the City to meet this service standard. The number of volumes per capita is currently at 1.9, which falls just slightly short of the two per capita goal. The changing services provided by libraries include access to computerized databases. As these services change, other measures of service adequacy must be added to the traditional measures described above.

3. *Fire Stations*

The City currently has eleven City-operated fire stations located throughout the community, and two additional stations included in the current Capital Improvement Program. In addition, two fire stations are operated by the County and serve the unincorporated territory within the General Plan Area. Exhibit 24 (Page III - 38) indicates the locations of all existing County and City fire stations.

National fire insurance standards recommend a travel distance from the station to business and industrial areas of no more than three quarters of a mile. Fire station service areas for highly developed residential development should not exceed an one and a half mile radius. The City of Riverside uses two service area radii to measure geographic coverage of fire protection services. The primary response radius is one and a half miles, with the secondary response radius of three miles. The service radius standards for fire protection are currently met from the existing City and County facilities. The general response time of the Fire Department for all types of events is less than five and one-half minutes, with more than half the responses in less than five minutes.

4. *Police Services*

Adequacy of police service is based not on the location of facilities, but on response time. The current response time in Riverside is approximately thirteen and half minutes on high priority calls, a level of service which the City seeks to improve. The goal of the Police Department is to ultimately achieve response times of five and twelve minutes, respectively, for Priority 1 and 2 calls.¹⁰

¹⁰ Priority 1 - a call that is of a life threatening nature such as: robbery in process, accident involving bodily injury, death threatening situation, a person unable to breathe, violent crimes in process.

Priority 2 - a call that is not life threatening such as: past burglary, petty theft, shoplifting.





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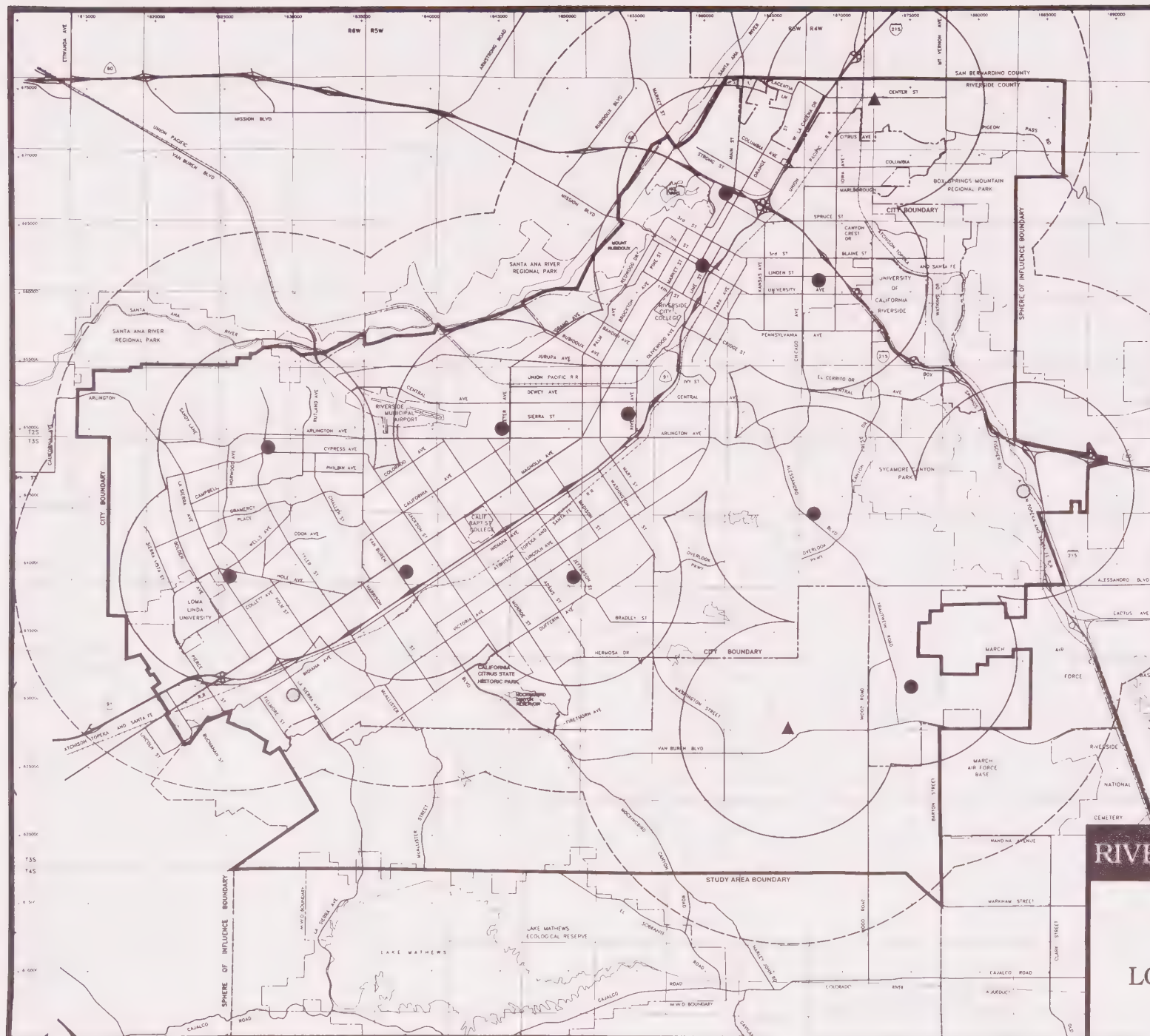
- CITY FACILITY LOCATION
- ▲ COUNTY FACILITY LOCATION
- PROPOSED FACILITY LOCATION
- PRIMARY SERVICE AREA BOUNDARY
- - - SECONDARY SERVICE AREA BOUNDARY

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 24 FIRE STATION LOCATIONS & SERVICE AREAS



5. *Schools*

The provision of school facilities is not the responsibility of the City, but the City does work with the school districts in advance of development to identify sites for future school facilities. Five independent districts serve the General Plan Area. They are Alvord Unified School District, Moreno Valley School District, Perris Union High School District, Riverside Unified School District and Val Verde School District.

Elementary school services are provided by Alvord Unified Schools with a total of ten schools, Riverside Unified with a total of twenty-six schools and Val Verde with one elementary school. Middle schools are provided by the Alvord and Riverside Districts, with three and five schools respectively. Alvord and Riverside together have a total of six general high schools plus various continuation, adult and special education facilities. The Perris Union High School District has one school, located outside the General Plan Area.

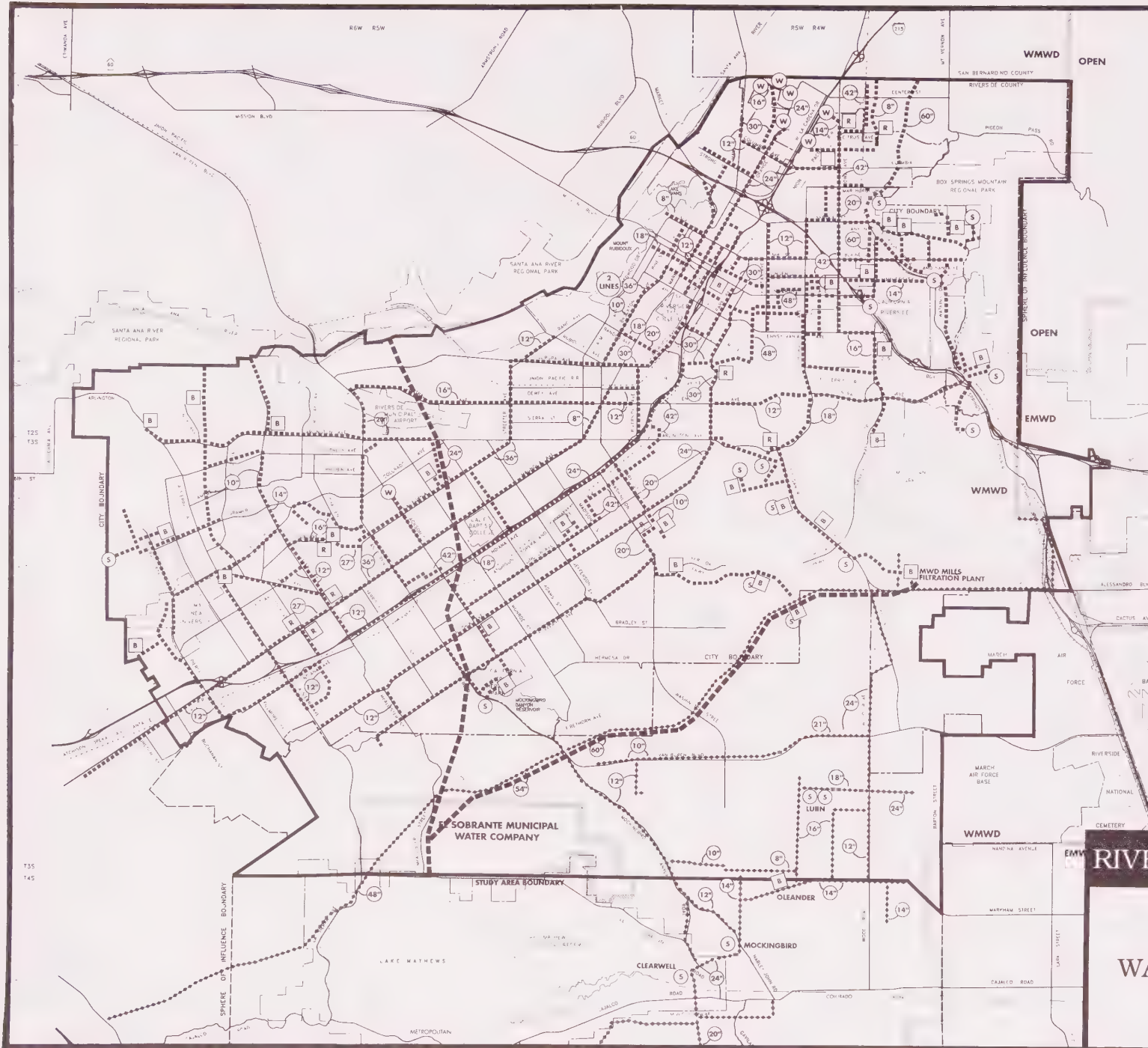
The standards used to determine needed school facilities vary from district to district. Population standards and geographic service areas are used to determine needed capacities and the particular facilities to be developed on a site. Whether a facility is an elementary, middle or high school affects the required standards. Changing operational patterns, such as flexible scheduling, year-round schools and community use of facilities, can have a significant effect on the capacity of a school facility. In general, existing school facilities in Riverside are operating at or near capacity levels.

6. *Potable Water*

The City provides water service to most of the development within its corporate boundaries. The City draws its water primarily from wells in the San Bernardino area. The Western Municipal Water District (WMWD) and Metropolitan Water District (MWD) directly or indirectly also provide some of the water consumed within the City's boundaries. The division of water service responsibilities between the City and WMWD has been based on an informal guideline of a 1,500-foot elevation, with the City serving below that elevation and WMWD serving above that elevation. The El Sobrante Water District and Eastern Municipal Water District (EMWD) are additional sources which provide water to several areas within the City and its Sphere of Influence. Exhibit 25 (Page III - 40) depicts the service areas and major facilities operated by these providers.

The MWD bears the primary responsibility for non-City water treatment. The Henry J. Mills Water Treatment Plant operated by the MWD has a current capacity of seventy-five million gallons per day (MGD) and is under expansion. A 6 MGD treatment plant owned by the City is inactive and available for emergency purposes only.





LEGEND

- CITY LINES
- WESTERN MUNICIPAL LINES
- .-.- METROPOLITAN WATER DISTRICT LINES
- _____ DISTRICT BOUNDARY
- [B] BOOSTER PUMP STATION
- [S] STORAGE TANK
- [W] WELL LOCATION
- [R] PRESSURE REDUCER

Source: City of Riverside Water System Map, Western Municipal Water District



RIVERSIDE GENERAL PLAN

Exhibit 25 WATER SERVICE AREAS & FACILITIES

7. *Sewer*

The City is responsible for sewage collection, treatment and disposal within its corporate limits. EMWD, WMWD and three Community Service Districts (Edgemont Sanitation District, Jurupa Community Service District and Rubidoux Community Service District) also provide sewage collection services in several small areas. The Community Service District flows are treated by the City of Riverside. A limited number of developments in the Sphere of Influence area are served by the Santa Ana Regional Interceptor (SARI) line.

The City operates a 32 MGD wastewater treatment plant which discharges to the Santa Ana River. The plant provides tertiary treatment. It will be expanded to the capacity required to serve Riverside's projected future needs for sewage treatment. The locations of all major existing wastewater facilities are depicted in Exhibit 26 (Page III - 42).

8. *Energy*

The City of Riverside provides electrical power service throughout most of the City. Southern California Edison serves electrical customers outside the City and in a few isolated areas within the City; however, its infrastructure is normally absorbed into the City system upon annexation. The City's 1990 *Load Forecast Study* indicates that total demand on the City system increased by 38.6 percent in the last decade. This increase has been due to increasing numbers of customers and increased demands per customer. Between 1980 and 1989, the numbers of residential and commercial customers increased by 22.5 percent and 54.3 percent, respectively. Annual residential demand increased from 6110 kilowatt hours (KWH) per customer in 1980 to 6631 KWH in 1989. Annual commercial demand increased from 7.9 to 8.4 megawatt hours per employee during the same period. The City projects that the annual growth in the City's demands will decline somewhat during the life of this plan. An ongoing system monitoring and forecasting program is used to ensure that the City will continue to meet demands.

Natural gas is provided to the entire General Plan Area by the Southern California Gas Company. While the City is not directly involved in the provision of this service, cooperation in the sighting of lines and other facilities is expected to continue.

9. *Flood Control*

There are nine principal drainage basins within the General Plan Area — University, Box Springs, Central, Monroe, La Sierra, Southwest Riverside, Mockingbird Canyon, Edgemont and Highgrove. These basins, shown on Exhibit 7 (Page III - 9), discharge directly into the Santa Ana River. A very small portion of the southern end of the General Plan Area discharges to Temescal Wash and to Lake Mathews.





LEGEND

----- FORCE MAIN

----- SEWER LINE

● LIFT STATION

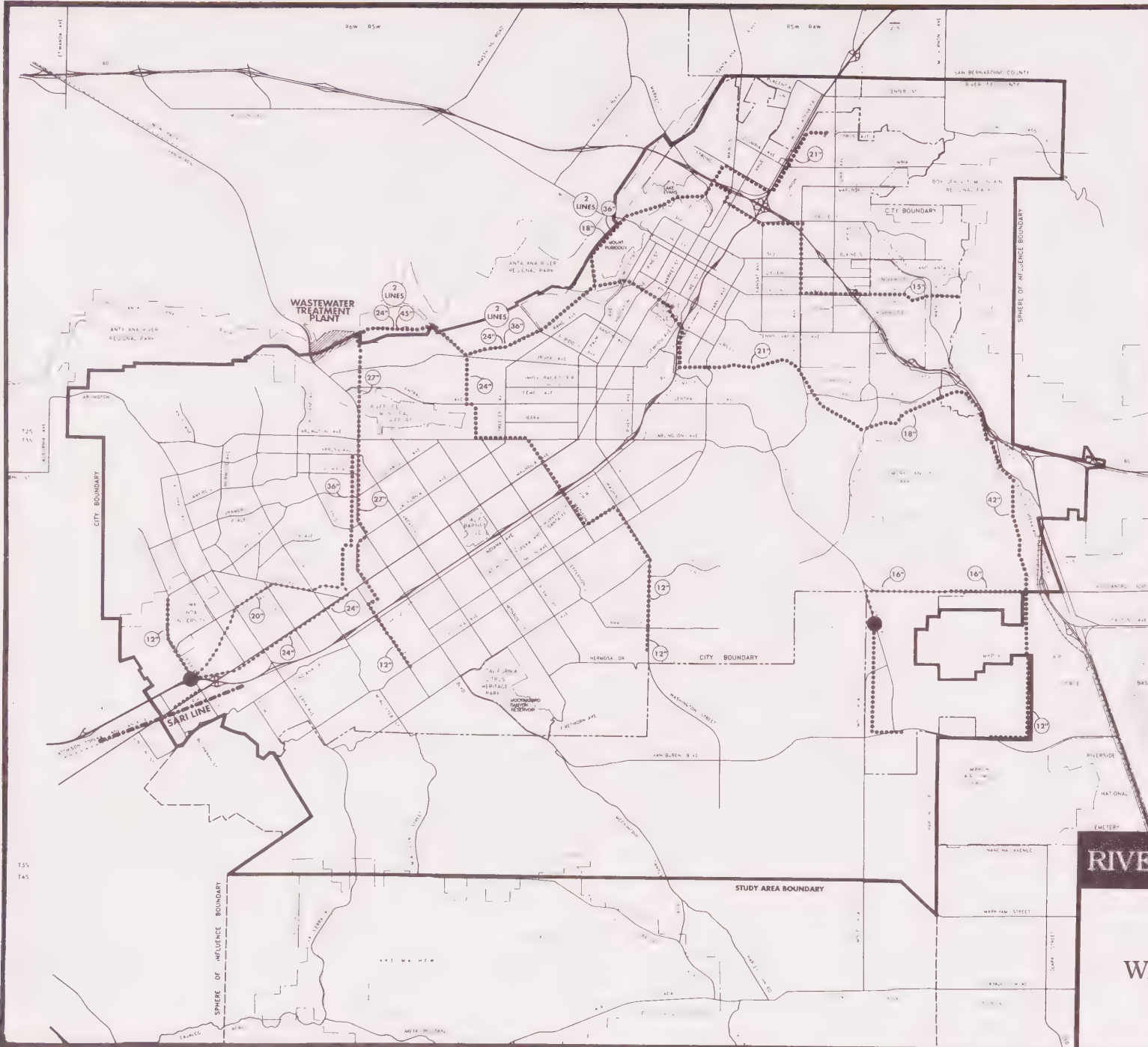
▨ TREATMENT PLANT

Source: City of Riverside Sewer System Map



RIVERSIDE GENERAL PLAN

Exhibit 26 WASTEWATER SYSTEM MAJOR FACILITIES



The United States Army Corps of Engineers has the primary planning responsibility for the Santa Ana River. The facilities constructed pursuant to Corps of Engineers master plans are operated by the Riverside County Flood Control District (RCFCD), an independent Special District. The County Board of Supervisors constitutes the RCFCD Board of Directors. The City maintains responsibility for some of the minor tributaries and floodplain management.

10. *Solid Waste*

Solid waste collection is provided within the corporate limits of Riverside by the City and several private operators, who contract with the City to provide this service. Commercial, industrial and multi-family accounts are serviced and billed by private haulers. Solid waste is currently taken to a landfill in Highgrove, outside the General Plan Area. The location of this landfill, and two other landfills that are no longer in service, are illustrated in Exhibit 5 (Page III - 6). The Highgrove landfill, operated by Riverside County, has a very few years' capacity remaining.

11. *Transportation Systems*

Streets and Highways. The street network presently providing circulation within the City includes twenty-one miles of State freeways and an estimated seven-hundred and eighty miles of City arterial, collector and local streets. Planning for the future street system requires a definition of street types and characteristics, an assessment of the existing conditions of the system and an evaluation of future travel demands. The system definitions and assessment of existing conditions are presented in this section; the evaluation of future needs is found in the Transportation Element of the General Plan.

Street System Classification. Streets are classified according to their primary function and their size (or capacity). Functional characteristics define four principal street types. Local Streets are designed to provide access to adjacent properties, for the most part residential, although these minor streets can serve any type of land uses. Collectors, as the name implies, collect the traffic from local streets and carry it out of the immediate neighborhood, usually to arterial streets. Collectors also provide direct access to adjacent property of all types.

Arterials are larger streets with multiple lanes in each direction which carry large volumes of traffic substantial distances both within and through the City. Arterials can provide direct access to adjacent properties, but frequently do not in the case of single family residential development. Freeways are specialized arterials with limited access and no at-grade street intersections. Their primary function is to carry very large volumes of traffic at high speed throughout the region; but they also carry a high volume of local cross-town traffic, typically only a few miles per trip.

Function is one aspect of street definition; capacity is the second. Capacity is described as the number of vehicles which can use the facility, at specified service



levels and over a certain time period. The levels of service for roadways are defined in Exhibit 27 (Page III - 45). The City of Riverside Public Works Department has defined Level of Service “D” as the minimum adequate service level for planning and design purposes. Therefore, the capacity of streets is calculated based on this service level. The resulting capacity of street segments, by facility type, is shown in Exhibit 28 (Page III - 46).

Assessment of Existing Conditions. The City of Riverside monitors Traffic Volumes on a regular basis to understand how well the existing streets and highways are meeting the community’s travel demands.

Local streets generally function at Level of Service A. Riverside’s collector and arterial streets function at a Level of Service D or better in most areas. As freeway congestion increases, several City arterials, such as Van Buren Boulevard, Alessandro Boulevard, Arlington Avenue, Central Avenue, Magnolia Avenue, Indiana Avenue and Pennsylvania Avenue, increasingly provide needed regional circulation in addition to meeting local travel demands.

The collector and arterial streets listed below presently experience some peak hour traffic congestion; they may have Levels of Service below D. In most cases, these lower service levels are due to limited capacities at intersections.

- Adams Street - Indiana Avenue to Briarwood Drive.
- Arlington Avenue - Mitchell Avenue to Monroe Street, De Anza Avenue to Maude Street, and Victoria Avenue to Arlington Avenue.
- Central Avenue - Brockton Avenue to 91 Freeway and Canyon Crest Drive to Box Springs Boulevard.
- Fourteenth Street - 91 Freeway to Market Street.
- Chicago Avenue - Pennsylvania to University Avenue.
- Indiana Avenue - Tyler Street to Van Buren Boulevard.
- Iowa Avenue - Spruce Street to Marlborough Avenue.
- Jurupa Avenue - Fremont Street to Union Pacific Railroad and Deerfield Road to Palm Avenue.
- La Sierra Avenue - Indiana Avenue to Magnolia and Gramercy Place to Arlington Avenue.



Exhibit 27: Definition of Levels of Service

Level of Service	Traffic Flow/Delay Characteristics
A	This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. Volume to Capacity (V/C) ratios would generally be less than 0.60 and intersection delay would be very low, less than 5.0 seconds per vehicle.
B	This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay at intersections, in the range of 5.1 to 15.0 seconds per vehicle. V/C ratios would generally be in the range of 0.61 to 0.70.
C	These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. Intersection delay is in the range of 15.1 to 25.0 seconds per vehicle. V/C ratios would generally be in the range of 0.71 to 0.80.
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable. Intersection delay is in the range of 25.1 to 40.0 seconds per vehicle. V/C ratios would generally be in the range of 0.81 to 0.90.
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. Delay is in the range of 40.1 to 60.0 seconds per vehicle. V/C ratios would generally be in the range of 0.90 to 1.00.
F	This is considered to be unacceptable to most drivers. This condition often occurs with over saturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high V/C ratios below 1.00 with many individual cycle failures. Intersection delay is in excess of 60.0 seconds per vehicle. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

Source: *Highway Capacity Manual, Special Report 209 Transportation Research Board, National Research Council, 1985.*

- Magnolia Avenue - Polk Street to Van Buren Boulevard and Arlington Avenue to Merrill Avenue.
- Pennsylvania Avenue - Kansas Avenue to Canyon Crest Drive.
- Third Street - Chicago Avenue to Rustin Avenue.



Section III — Context for Planning

Exhibit 28: Functional Classifications of Roadways

Classification & Right-of-Way (RoW) Width	Physical Characteristics	Primary Function	Approximate Capacity (vehicles per day)
Collectors			
66 Foot RoW	2 lane, undivided	Connection from local streets to arterials, some property access	12,500
80 Foot RoW	2 lane, undivided	Connection from local streets to arterials, some property access	12,500
Arterials			
88 Foot RoW	4 lane, undivided	Through travel	22,000
100 Foot RoW	4 lane, divided	Through travel	33,000
110 Foot RoW	4 lane, divided	Through travel	33,000
120 Foot RoW	6 lane, divided	Through travel	49,500
144 Foot RoW	8 lane, divided	Through travel	65,000
Freeways			
Freeways	varies	Long distance through travel	varies

Notes: 1. Capacities are based on daily two-way traffic as indicated in the *Highway Capacity Manual*, Special Report 209, prepared by the Transportation Research Board, National Research Council, 1985.

2. Roadway capacities can vary significantly depending upon a multitude of roadway features and conditions.

- Tyler Street - Indiana Avenue to Arlington Avenue.
- University Avenue - Kansas Avenue to Chicago.
- Van Buren Boulevard - Firethorn Street to Gage Canal, Indiana Avenue to Magnolia Avenue, and Arlington to the Santa Ana River.
- Washington Street - Overlook Parkway to Victoria Avenue.

Two major State freeway routes are located within the City. The Riverside Freeway (S.R. 91) and the Pomona Freeway (S.R. 60) provide the City with regional and limited local circulation during peak hour periods. The Riverside Freeway continues to be the most heavily traveled route in Riverside County, with approximately 150,000 vehicles using this route per day. Over time, the Pomona Freeway may equal or surpass the traffic demands of the Riverside Freeway due to population growth in the easterly portion of Riverside County. Approximately 120,000 vehicles currently use this route per day.



Both freeways are scheduled for major improvements, including widening for additional lanes and significant interchange improvements. Improvements on the Riverside Freeway are tentatively scheduled to be constructed in two phases. Carpool lanes are to be constructed in 1994 from just east of the Van Buren Boulevard interchange to the westerly city limits. This will connect to a carpool lane network in the City of Corona serving commuters to Orange and Los Angeles counties. Additional widening and interchange improvements will take place several years later. According to the preliminary design studies in progress for the Pomona Freeway, improvements such as carpool lanes, truck lanes, additional travel lanes and interchange improvements are to be constructed in 1997.

The Physical Condition of the existing street network is also important to gain an understanding of the service this system is providing today. In general, the City street network is in good condition. Regular street maintenance is provided by the City Street Services Division; the annual Capital Improvement Program (CIP) funds major and minor pavement maintenance. The City is implementing a Pavement Management System which will create a computerized database of pavement conditions throughout the City. Information from the system will be used to establish future maintenance priorities.

Major street improvements — addition of lanes, redesign of intersections, or construction of new streets — are also funded through the CIP. The City designs the streets within the network to a Level of Service D, which is typified by tolerable operating speeds approaching unstable flow. Specific characteristics of the roadway location, the surrounding uses and intersections with other streets affect the design of these improvements. By providing enhanced facilities at intersections, such as additional turn lanes or modified signalization, a higher service level can often be provided within the same roadway right-of-way width. The City of Riverside's Public Works Department uses such design techniques to construct the facilities most appropriate to the surroundings and most efficient for moving traffic.

The City will focus on Transportation Demand Management strategies which emphasize "access," the ability of people to reach goods and services as well as efficient travel modes (pooling, walking, cycling).

Transit Systems. Riverside presently enjoys interstate, intercity and local bus service. Interstate service is provided by Greyhound-Trailways Lines. Intercity service to San Bernardino, Los Angeles, Long Beach and Orange County is provided by the Southern California Regional Transit District (SCRTD). Local service, provided by the Riverside Transit Agency, serves Jurupa, Indian Hills, March Air Force Base, Hemet, Sun City, San Jacinto, Rubidoux and Loma Linda. The RTA and Greyhound share a terminal downtown, which appears adequate for their operations. The City's street systems is able to accommodate the needs of these systems as well as the needs of automobile traffic.



Section III — Context for Planning

The RTA bus system plays an important role in Riverside. RTA ridership has increased by fifty percent over the last decade.¹¹ RTA reports that over half their passenger trips are for work or school; the remainder are for personal business, shopping, medical, recreation or other reasons. A growing percentage of the system's riders are regular customers. In fact, the percentage of passengers reporting that they ride the bus four to seven times per week has increased from fifty-nine to sixty-six percent since 1987. The system also provides a valuable service to lower income groups, with over half the riders reporting incomes of less than \$15,000. While the average age of riders is only 33.9 years old, nine percent of the riders report that they are retired. Eleven percent of the riders have certified handicaps.

Rail service could play a significant role in meeting Riverside's transit needs over the next two decades. The Riverside County Transportation Commission is currently studying the feasibility of establishing a commuter rail system to meet the transit needs of its residents. Exhibit 3 (Page II - 5) illustrates four tentative sites for this service. The SCRTD has been evaluating the potential for light rail service throughout the region. The City of Riverside has been working with these agencies to help determine how to best meet the needs of the City and the region.

Rail Lines. The Atchison, Topeka and Santa Fe, the Southern Pacific, and the Union Pacific Railroads all have at grade lines in the City of Riverside. Each of these companies provides daily freight service to the City. The AT&SF rail lines parallel the Riverside Freeway (S.R. 91). A branch of the AT&SF traverses the eastern edge of the City, travels through the University area and connects with the main line in Highgrove. The Union Pacific Route between San Bernardino and Los Angeles enters the City at the northern boundary, approximately midway between Van Buren Boulevard and downtown, then parallels Central Avenue, crosses the Riverside Freeway and joins the AT&SF main line. Two Amtrak passenger trains per day pass through Riverside; however, the nearest stop is in San Bernardino, about ten miles to the north.

There are numerous at-grade railroad crossings within the City of Riverside. These crossings are of concern, both for safety reasons and because they cause localized traffic congestion. The City is working with the rail companies, CalTrans, and the U. S. Department of Transportation to replace at-grade crossings of major streets with grade separated crossings.

Bicycle and Pedestrian Routes. The City has planned and constructed routes for bicycle, pedestrian and equestrian travel. These routes generally follow streets in the developed portions of the General Plan Area; the network also includes recreational routes in parks and other open space areas.

¹¹ RTA Marketing Department. The 1990 RTA Marketing Survey.



Parking. Parking is required as part of new development in Riverside. Commercial parking garages are found primarily in the Downtown area. In general, parking facilities appear adequate to meet existing needs.

Riverside Municipal Airport. Riverside Municipal Airport is a 441 acre facility located in the northwestern section of the City of Riverside. Historically, the Airport has served primarily the general aviation community, both itinerant and local, for which it is the most convenient airport. Several commuter airlines have provided service in the past. Passenger activity peaked at over 21,000 emplanements in 1968, and although there was a slight resurgence of traffic in the early 1980's, scheduled passenger service to the Airport ended altogether in 1986. There are close to three-hundred aircraft based at the Airport, ranging from helicopters to business jet aircraft. General aviation aircraft operations accounted for ninety-nine percent of the total operations at the Airport in 1990 while air taxi and military operations accounted for the remaining one percent.¹²

F. Projections for Growth

Planning for the future must include an evaluation of anticipated population and employment growth. For this General Plan, the City considered recent trends, regional projections and local policy implications in its selection of projections for the year 2010.¹³

1. Riverside's 2010 Projections

Exhibit 29 (Page III - 50) lists the population projections for the year 2010 used in this General Plan. Projections are presented for the incorporated City and the General Plan Area. These 2010 projections, if realized, will add approximately 58,500 new residents to the incorporated City, an increase of twenty-six percent above the 1990 population. Exhibit 30 (Page III - 50) graphically depicts the City's population growth from 1940 through 1990 and its projected growth through 2010. As this exhibit indicates, growth in the 1990's (12.9 percent) is projected to occur at a slower rate than in the 1980's (32.7 percent); the growth rate is projected to slow further after the year 2000 (11.4 percent).¹⁴

¹² Aries Consultants Ltd. "Working Paper No. 1: Aviation Demand Forecasts Existing Airport Facilities." July, 1989.

¹³ The process of considering alternative projections is described in greater detail in the General Plan section titled "The Planning Process."

¹⁴ These projections were made before the 1990 U.S. Census Bureau's population data became available. As a result, the population estimates used were 8.7 percent lower than those provided by the Census Bureau. Straight line projections based on Census data increase the projected population in the City limits to approximately 303,000. While this exceeds the projection used here, this higher population level could still be accommodated by development at typical densities illustrated on the Land Use Diagram (*Located in the Map Pocket of this Document*).

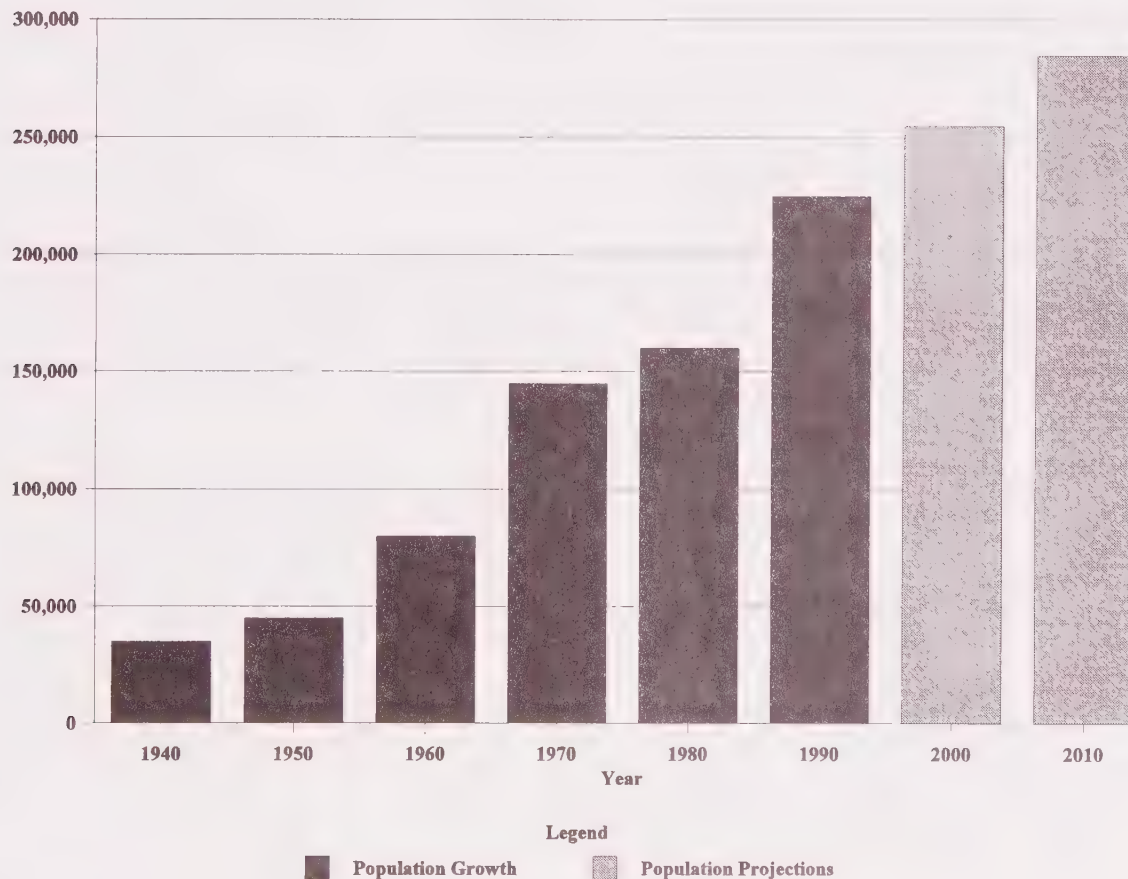


Section III — Context for Planning

Exhibit 29: Projections for Population and Employment: 2010

	In Current City Limits	Within General Plan Area
Population	285,000	305,000
Employment	197,000	201,000

Exhibit 30: Population Growth 1940 — 2010



As with population growth, employment growth is expected to continue through the year 2010, but at a slower pace than during the decade of the 1980's. Based on these projections, employment will grow at a faster pace than population. This will result in a jobs-housing balance for the City in 2010 of 0.69, higher than that calculated for 1987. For the entire General Plan Area, the 2010 jobs-housing ratio is an estimated 0.66 jobs per resident. As a result, the jobs-housing balance for the City and General Plan should improve over time, helping to achieve the City's economic development goals as well as the Region's transportation and air quality goals.



2. *Comparison to Regional Projections*

The City of Riverside has based this Plan on population projections which are somewhat higher than those developed by SCAG. For the area within the current City limits, SCAG's Regional Growth Management projection is approximately 277,000 persons in the year 2010, 8,000 lower than projected by the City.¹⁵ As a result, Riverside is planning to meet the needs of a slightly larger share of the region's population growth.

SCAG also projected lower employment for Riverside in 2010. SCAG's Regional Growth Management projection for 2010 employment within the current City limits is approximately 171,000 jobs. This projection is 26,000 lower than projected by the City. The City of Riverside is located in a "housing-rich" County, according to SCAG. Regional policy for such areas is to encourage more job growth as a means of improving the jobs-housing balance and reducing regional transportation and air quality impacts. The City's projections support these regional objectives. If realized, they should result in a jobs-housing balance that is improved over the balance anticipated by SCAG. By providing these additional employment opportunities, the City should be able to encourage more economic development, increase the employment options available to City residents, and reduce the time residents spend commuting to work.

3. *Compatibility with Other City Goals*

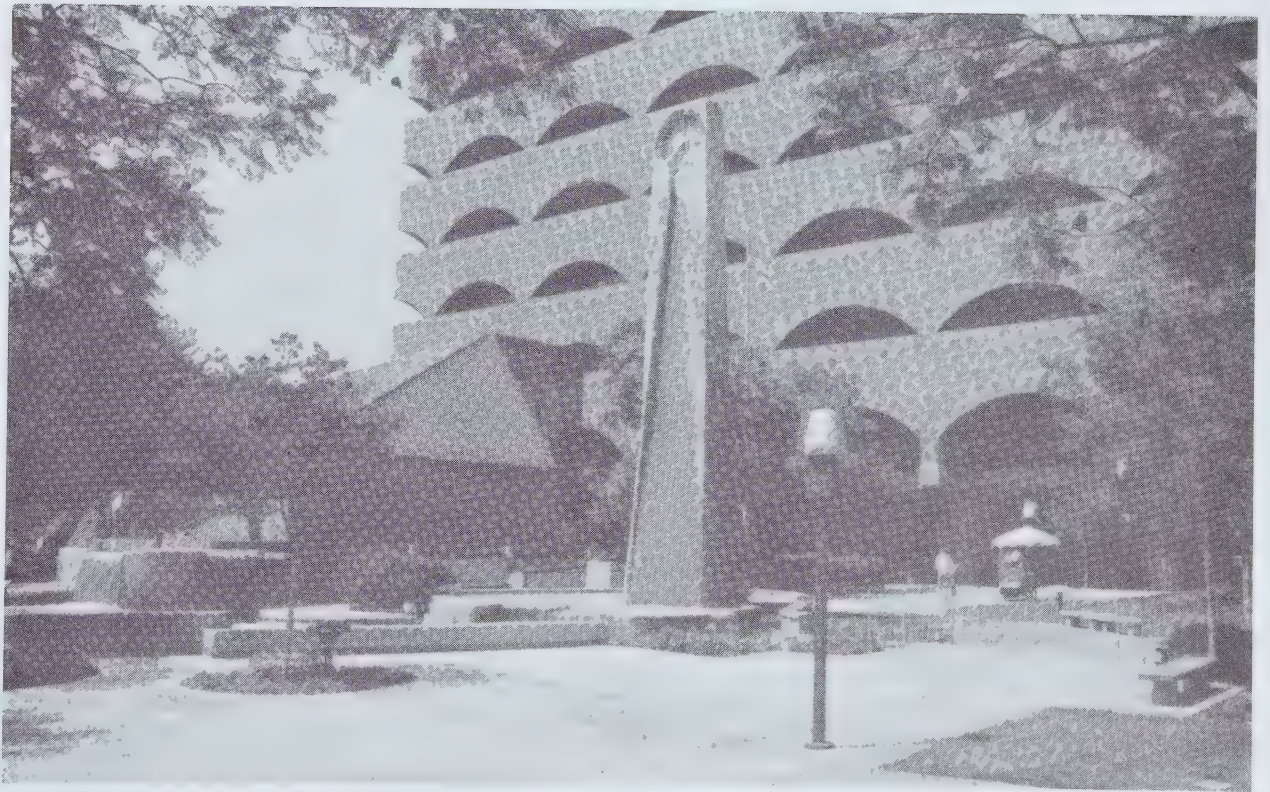
In addition to contributing to these Regional objectives, the projected population and employment levels are intended to achieve the goals of the Riverside community itself. The City's policies, defined in the General Plan sections that follow, emphasize the preservation of critical natural resources and the protection of existing neighborhoods. The City also seeks to promote infill development and redevelopment which will efficiently use existing public facilities and infrastructure. These projected population and employment levels can be accommodated by the planned land uses shown in the Land Use Diagram of this Plan (*Located in the Map Pocket of this Document*). They do not require substantially higher residential densities in existing neighborhoods, nor do they necessitate significant expansions of urban development into environmentally sensitive areas. The needs of this projected growth, then, can be met within the context of the City's desired community character.

¹⁵ SCAG's projections, like those of the City, were made before the 1990 U.S. Census data became available





THE PLANNING PROCESS - IV



Section IV — The Planning Process



This section summarizes the process followed to prepare and adopt this General Plan. The process includes significant public input, thorough analysis of baseline conditions in the City, definition of alternative planning approaches and selection of a preferred approach. Upon completion of a draft plan, the process involves additional public input in a formal adoption process.



A. *Introduction*

The process of developing or updating a plan gives a community the opportunity to consider its existing policies, the needs of its residents, and its objectives for the future. For the City of Riverside, this General Plan update continues and builds on a long tradition of creative planning. It addresses a community which has already been extensively developed and which has an established community character. As a result, this Plan Update process has examined Riverside's community objectives and has supported a continuation of existing policies. Rather than changing course, the process has refined the City's current planning direction and has extended it into the Twenty—First Century.

An update of Riverside's adopted General Plan was initiated in July of 1987. It has included review of previously-adopted Plan Elements, Community Plans and Specific Plans; public participation through a variety of means; collection and updating of technical information; and evaluation of policy alternatives. These steps are discussed in greater detail below.

B. *Public Input*

An understanding of the community's concerns and objectives is vital to the preparation of a General Plan. Several methods of public input were used to identify citizens' concerns and objectives, including Community Goals Conferences, opinion surveys and Citizen's Advisory Committee comments.

1. *Community Goals Conferences*

A series of nine Community Goals Conferences were held in April and May, 1989. These sessions were designed to give residents of Riverside, and Riverside's Sphere of Influence, a forum for providing information, ideas and opinions for consideration in shaping the Plan's policies. Comments received at these conferences were used in drafting preliminary community objectives for Riverside.

2. *Community Opinion Surveys*

Two Community Opinion Surveys were distributed in March of 1989. The first survey was sent to a random sample of households in the City of Riverside and its Sphere of Influence, drawn from the household files of the Riverside County Board of Education. This eleven page survey asked about public services, use of facilities, employment and commuting patterns, and demographic characteristics. The second survey was a two page questionnaire of citizen opinions about the City of Riverside and its public services. This shorter survey was included in a City newsletter mailed to 90,000 addresses within the City limits.

Survey respondents were generally satisfied with the quality of life in Riverside, and with City services and facilities. They supported provision of some additional recreational facilities, particularly for walking and bicycling. In addition, they



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expressed a willingness to support tax increases for acquisition of open space, and for provision of public facilities and services. These surveys provided the General Plan process participants with an understanding of the opinions and concerns of the general public, concerns which were then considered in defining community objectives.

3. *Citizen's Advisory Committee*

A Citizens' Advisory Committee for the General Plan Update was appointed by the Riverside City Council in February, 1989. Its nineteen members were selected to represent key community and neighborhood interests. The Citizens' Advisory Committee first developed a set of community objectives. The Committee considered the comments received through the Goals Conferences and the community opinion surveys. Based on this information, and members' own perspectives, a set of preliminary community objectives were developed. Preliminary objectives were organized according to six major topics: Housing and Residential Neighborhoods; Shopping and Commercial Services; Economic Development; Transportation Systems; Community Facilities and Services; and Environmental Quality. These objectives were approved by the Citizens' Advisory Committee on October 18, 1989. They established priorities and direction for the remainder of the planning process.

C. *Baseline Assessment*

The City staff and consultants collected information, prepared maps and conducted other analysis to serve as the basis for plan development. A detailed inventory of existing land uses provided a complete assessment of the current development patterns, as well as identifying those vacant areas where future development might occur. Community facilities were identified and information regarding location, facility type and capacity was collected. Based on general service standards, service areas were delineated for the major community facilities — neighborhood and community parks, libraries, and emergency service facilities.

An environmental baseline report identified existing environmental constraints and laid the foundation for pinpointing the environmental issues to be addressed in the General Plan. Natural features, such as slopes, drainage basins and wildlife habitat areas, were mapped. Other resources, such as open space areas, agricultural lands, and scenic routes, were also evaluated.

Another background report focused on the utility systems, their capacities and the policies regarding their expansion. Additionally, a demographic baseline was prepared to describe the existing character of the City's people, housing, employment and other non-residential activities.



D. *Evaluation of Plan Alternatives*

Three General Plan alternatives were selected for a detailed analysis: the *Trends Alternative*, the *Compact City Alternative*, and the *Natural Areas Alternative*. These are the alternatives that are most reflective of the major policy options facing the City of Riverside. The process for selecting these three alternatives is described below. Each of these three alternatives are defined in terms of future population and employment, urban form, and other policies represented by the alternative.

1. *The Alternatives Selection Process*

In defining alternatives, the Citizens' Advisory Committee considered levels of growth, location of new development, and policies related to community character. In considering overall levels of growth, the Committee reviewed a set of nine projections of population and employment growth for the City of Riverside in the year 2010. All projections addressed the geographic area contained within the present City limits. They were based on varying assumptions about growth in the Southern California Region and the City's growth within that context. As shown in Exhibit 31 (Page IV - 6), projections range from a low of 230,000 persons for the Regional Baseline to a high of 314,605 persons with a continuation of current growth rates (at two and a half percent per year). Comparable employment projections reflected varying assumptions about Riverside's ability to capture an increasing share of the regional employment growth and, as a result, increase the ratio of jobs to residents in the City by 2010.

From the nine sets of projections, three were chosen for use in developing the alternatives for detailed study. These three were the "Regional Growth Management" projection, consistent with the Southern California Association of Government's (SCAG) adopted Regional Growth Management Plan; the "Modified Population Growth/Improved Job Balance" projection, which assumes a slowing of population growth to two percent per year but an increasing jobs-housing balance; and the "Current Population Growth/Improved Job Balance" projection, which assumes a continuation of past population growth and an improved jobs-housing balance. These three projections are highlighted in Exhibit 31 (Page IV - 6).

Five urban development alternatives were also reviewed and discussed by the Committee. Each alternative proposes a different geographic pattern of urban development representing a particular policy direction the City could choose to establish through the General Plan. The policy direction for each of these alternatives is presented in Exhibit 32 (Page IV - 8).



Exhibit 31: Plan Alternatives — All Projections and Scenarios

SCENARIO PROJECTIONS	TRENDS	AGRICULTURAL EMPHASIS/INFILL	COMPACT CITY	NATURAL AREAS EMPHASIS	CITY EXPANSION
Regional Baseline	<ul style="list-style-type: none"> • 230,300 Population • 154,300 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 230,300 Population • 154,300 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 230,300 Population • 154,300 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 230,300 Population • 154,300 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 230,300 Population • 154,300 Employment • General Plan in Urbanized City • Development of Agriculture and Hills • Infill at Existing Intensities
Regional Growth Management	<ul style="list-style-type: none"> • 276,844 Population • 170,533 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 276,844 Population • 170,533 Employment • General Plan in Urbanized City • Agriculture Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 276,844 Population • 170,533 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 276,844 Population • 170,533 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 276,844 Population • 170,533 Employment • General Plan in Urbanized City • Development of Agriculture and Hills • Infill at Existing Intensities
City Development Policy	<ul style="list-style-type: none"> • 280,175 Population • 204,619 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 280,176 Population • 204,619 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 280,176 Population • 204,619 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 280,176 Population • 204,619 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 280,176 Population • 204,619 Employment • General Plan in Urbanized City • Development of Agriculture and Hills • Infill at Existing Intensities
Current Population Growth/ Current Balance	<ul style="list-style-type: none"> • 314,605 Population • 151,010 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 151,010 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 151,010 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 314,605 Population • 151,010 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 151,010 Employment • General Plan in Urbanized City • Development of Agriculture and Hills • Infill at Existing Intensities
Modified Population Growth/Current Balance	<ul style="list-style-type: none"> • 291,634 Population • 139,984 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 139,984 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 139,984 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 291,634 Population • 139,984 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 139,984 Employment • General Plan in Urbanized City • Development of Agriculture and Hills • Infill at Existing Intensities



Exhibit 31: Plan Alternatives — All Projections and Scenarios (*continued*)

SCENARIO PROJECTIONS	TRENDS	AGRICULTURAL EMPHASIS/INFILL	COMPACT CITY	NATURAL AREAS EMPHASIS	CITY EXPANSION
Current Population Growth/ Improved Balance	<ul style="list-style-type: none"> • 314,605 Population • 195,055 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non- Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 195,055 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 195,055 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 314,605 Population • 195,055 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 195,055 Employment • General Plan in Urbanized City • Development of Agricultural and Hills • Infill at Existing Intensities
Modified Population Growth/ Improved Balance	<ul style="list-style-type: none"> • 291,634 Population • 180,813 Employment • Reflects Existing General Plan • Agricultural Areas & Hills, Non- Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 180,813 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 180,813 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 291,634 Population • 180,813 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 180,813 Employment • General Plan in Urbanized City • Development of Agricultural and Hills • Infill at Existing Intensities
Current Population Growth/High	<ul style="list-style-type: none"> • 314,605 Population • 229,662 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non- Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 229,662 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 229,662 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 314,605 Population • 229,662 Employment • General Plan in Urbanized City • Agricultural Developed, Hills Non-Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 314,605 Population • 229,662 Employment • General Plan in Urbanized City • Development of Agricultural and Hills • Infill at Existing Intensities
Current Population Growth/High Job Growth	<ul style="list-style-type: none"> • 291,634 Population • 212,893 Employment • Reflects Existing General Plan • Agricultural Areas & Hills Non- Urban • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 212,893 Employment • General Plan in Urbanized City • Agricultural Protected, Hills with Development • Infill at Existing Intensities 	<ul style="list-style-type: none"> • 291,634 Population • 212,893 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 291,634 Population • 212,893 Employment • More Intensity than General Plan • Agricultural Areas & Hills Non-Urban • Intensification 	<ul style="list-style-type: none"> • 291,634 Population • 212,893 Employment • General Plan in Urbanized City • Development of Agricultural and Hills • Infill at Existing Intensities

NOTES: Bold indicates projections and scenarios identified for further discussion by the Citizens Committee.

This exhibit presents a summary of the features of all projections and scenarios considered by the Citizens Committee. For more detailed descriptions of the specific scenario development patterns, please refer to the report titled "Alternative Plan Scenarios" prepared for Task #6 of this program.



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Exhibit 32: Summary of Development Scenarios

Trends Scenario

- Reflects Current General Plan
- Agricultural and Hillside Lands Retain Low Development Capacity
- Infill in Already Urbanized Areas
- Most New Growth Occurs in Outer Portions of Planning Area
- Moderate Employment Growth Potential
- Automobile is Primary Transportation Mode
- Moderate Population Holding Capacity
- Projections and Scenario Appear Compatible

Agricultural Emphasis/Infill Scenario

- Tends to Reflect the Existing General Plan in Already Urbanized Areas
- Agricultural Lands and Hillside Lands Over thirty percent Slope Retain Low Development Capacity — Moderate
- Development Capacity Increase on Lands fifteen percent — thirty percent
- Infill in Existing Urbanized Areas
- Agricultural Lands in Outlying Areas Retained
- Limited Development of Non-Agricultural Lands in Outlying Areas
- Low to Moderate Employment Growth Potential
- Projections and Scenario Appear Compatible

Compact City Scenario

- Reflects Higher Development Intensity than Current General Plan
- Agricultural and Hillside Land Retain Low Development Capacity
- Intensified Development in Existing Urbanized Area
- Low Development Intensity in Outer Portions of Study Area
- Higher Employment Growth Potential
- Transportation by Automobile but Potential for More Bus Service & Light Rail
- Higher Population Holding Capacity
- Projections and Scenario Appear Compatible

Natural Areas Emphasis Scenario

- Reflects Substantial Increase in Intensity Above Current General Plan in Many Lower Density Areas
- Hillside Lands Retain Low Development Capacity — Agricultural Lands Allowed to Develop at Moderate Intensity
- Outlying Agricultural Lands Urbanized
- Planned Satellite Urban Community in Woodcrest/Rancho El Sobrante Area
- Emphasis on Preservation of Arroyos and Steep Hillsides
- Moderate Employment Growth Potential
- Auto is Primary Transportation Mode; Clustering May Support Additional Public Transportation
- Moderate to High Population Holding Capacity
- Projections and Scenario Appear Compatible

City Expansion Scenario

- Reflect Substantially More Overall Intensity than General Plan
- Agricultural & Hillside Lands Allowed to Urbanize to a Substantial Degree
- Intensification of Existing Urbanized Area
- Substantial Urbanization of Outlying Areas
- High Employment Potential
- Automobile is Primary Transportation Mode, but Higher Holding Capacity May Support Additional Public Transportation
- High Population Holding Capacity
- Projections and Scenario Appear Potentially Compatible



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- The “*Trends*” alternative reflects growth under the current City General Plan.
- “*Agricultural Emphasis/Infill*” gives the highest priority to preservation of agricultural areas; it provides for infill to the extent such development will not significantly affect existing neighborhoods.
- The “*Compact City*” alternative uses infill and intensification of existing urban development to accommodate higher levels of growth without substantial outward expansions, thus making maximum use of existing infrastructure.
- In the “*Natural Areas Emphasis*” preservation of the City’s natural resources receives the highest priority. This alternative proposes development in some agricultural areas (including a “satellite urban community” in the Woodcrest area) but it protects natural areas such as hillsides and sensitive habitats.
- The “*City Expansion*” alternative accommodates growth by extending urban development into agricultural and natural areas surrounding the existing community, providing for continuing growth without increasing urban development intensities.

The policies and urban patterns reflected in each of these alternatives were debated by the Committee. Of the five, three were selected for further consideration: “*Trends*”, “*Compact City*”, and “*Natural Areas Emphasis*”. These three were selected because they represent the current policy and two alternatives which modify key policies: intensification of existing urban areas in the case of *Compact City*, and urbanization of some agricultural areas in the *Natural Area Emphasis*. Exhibit 31 (Page IV - 6) highlights those choices made by the Committee in narrowing the list of alternatives.

The “short list” of projections and alternatives created nine plan alternatives. These options are summarized in Exhibit 33 (Page IV - 11). Once again, the Citizens’ Advisory Committee evaluated these options. Issues considered in discussing the nine options included:

- the assessment of whether the alternatives were realistic in their treatment of physical features and existing development;
- the provision of a range of possible future outcomes to be examined;
- the inclusion of major policy options in the alternatives for detailed study; and
- the internal consistency of each alternative.



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The Committee unanimously selected three of the nine for detailed alternatives analysis. These three were recommended to the City Council, and approved for detailed evaluation, which included minor adjustments to population and employment projections to reflect existing conditions and planned development potential.

The “*Trends*” urban pattern, combined with the Regional Growth Management projections, were selected as one alternative. This alternative provides a good representation of current City policy and a growth level consistent with adopted SCAG Regional policy. This alternative reflects the continuation of these policies.

The second selected alternative combines the *Compact City Alternative* and the projections for modified population growth and improved jobs-housing balance. This option results in higher 2010 population and employment levels than the first alternative. It protects the hillside and agricultural areas, accommodating this growth through higher intensity development within the existing urbanized areas of the City of Riverside.

The third alternative chosen for detailed analysis was the *Natural Areas Emphasis Alternative* combined with the projections for modified population growth and improved jobs-housing balance. While the amount of growth is the same as in the *Compact City Alternative*, the *Natural Areas* option proposes a different development pattern to accommodate that growth. Rather than planning for higher intensity uses in already developed areas, it plans for extension of intensities comparable to those which exist now into areas not now urbanized, including agricultural areas. The three alternatives selected for detailed analysis are highlighted in Exhibit 33 (Page IV - 11). Each of them poses distinct policy choices for the City of Riverside. Their evaluation gives the City an understanding of the costs and benefits of various development policies, an assessment which was critical to the update of the City’s General Plan.

2. *Common Assumptions*

Each of the three alternatives is defined in greater detail below. The definitions focus on distinct aspects of each alternative and changes from the character of the existing community. There are some features which are the same in all three alternatives.

First, much of the Riverside of 2010 already exists — development in many parts of the community will not change dramatically in the next twenty years. Since these alternatives all build on and modify the features of the existing community, they show similar development patterns in areas where the existing uses are expected to remain.



Exhibit 33: Nine Principal Plan Alternatives

Trends Scenario Alternatives		
Alternative A	Alternative B	Alternative C
• 276,800 Population	• 291,600 Population	• 314,600 Population
• 170,500 Jobs	• 180,800 Jobs	• 229,700 Jobs
• Reflects Current General Plan	• Reflects Current General Plan	• Reflects Current General Plan
• Agricultural and Hillside Lands Retain Low Development Capacity	• Agricultural and Hillside Lands Retain Low Development Capacity	• Agricultural and Hillside Lands Retain Low Development Capacity
• Infill in Already Urbanized Areas	• Infill in Already Urbanized Areas	• Infill in Already Urbanized Areas
• Most New Growth Occurs in Outer Portions of Planning Area	• Most New Growth Occurs in Outer Portions of Planning Area	• Most New Growth Occurs in Outer Portions of Planning Area
• Moderate Employment Growth Potential	• Moderate Employment Growth Potential	• Moderate Employment Growth Potential
• Automobile is Primary Transportation Mode	• Automobile is Primary Transportation Mode	• Automobile is Primary Transportation Mode
• Moderate Population Holding Capacity	• Moderate Population Holding Capacity	• Moderate Population Holding Capacity
• Projections and Scenario Appear Compatible	• Projections and Scenario Appear Potentially Compatible	• Projections and Scenario Appear to be Compatible Only with Difficulty
Compact City Scenario Alternatives		
Alternative G	Alternative H	Alternative I
• 276,800 Population	• 291,600 Population	• 314,600 Population
• 170,500 Jobs	• 180,800 Jobs	• 229,700 Jobs
• Reflects Higher Development Intensity than Current General Plan	• Reflects Higher Development Intensity than Current General Plan	• Reflects Higher Development Intensity than Current General Plan
• Agricultural and Hillside Land Retain Low Development Capacity	• Agricultural and Hillside Land Retain Low Development Capacity	• Agricultural and Hillside Land Retain Low Development Capacity
• Intensified Development in Existing Urbanized Area	• Intensified Development in Existing Urbanized Area	• Intensified Development in Existing Urbanized Area
• Low Development Intensity in Outer Portions of Study Area	• Low Development Intensity in Outer Portions of Study Area	• Low Development Intensity in Outer Portions of Study Area
• Higher Employment Growth Potential	• Higher Employment Growth Potential	• Higher Employment Growth Potential
• Transportation by Automobile but with Potential for More Bus Service and Light Rail	• Transportation by Automobile but with Potential for More Bus Service and Light Rail	• Transportation by Automobile but with Potential for More Bus Service and Light Rail
• Higher Population Holding Capacity	• Higher Population Holding Capacity	• Higher Population Holding Capacity
• Projections and Scenario Appear Compatible	• Projections and Scenario Appear Potentially Compatible	• Projections and Scenario Appear Potentially Compatible
Natural Areas Emphasis Scenario Alternatives		
Alternative J	Alternative K	Alternative L
• 276,800 Population	• 291,600 Population	• 314,600 Population
• 170,500 Jobs	• 180,800 Jobs	• 229,700 Jobs
• Reflects Substantial Increase in Intensity Above Current General Plan in Many Lower Density Areas	• Reflects Substantial Increase in Intensity Above Current General Plan in Many Lower Density Areas	• Reflects Substantial Increase in Intensity Above Current General Plan in Many Lower Density Areas
• Hillside Lands Retain Low Development Capacity - Agricultural Lands Allowed to Develop at Moderate Intensity	• Hillside Lands Retain Low Development Capacity Agricultural Lands Allowed to Develop at Moderate Intensity	• Hillside Lands Retain Low Development Capacity Agricultural Lands Allowed to Develop at Moderate Intensity
• Outlying Agricultural Lands Urbanized	• Outlying Agricultural Lands Urbanized	• Outlying Agricultural Lands Urbanized
• Planned Satellite Urban Community in Woodcrest/Rancho El Sobrante Area	• Planned Satellite Urban Community in Woodcrest/Rancho El Sobrante Area	• Planned Satellite Urban Community in Woodcrest/Rancho El Sobrante Area
• Emphasis on Preservation of Arroyos and Steep Hillsides	• Emphasis on Preservation of Arroyos and Steep Hillsides	• Emphasis on Preservation of Arroyos and Steep Hillsides
• Moderate Employment Growth Potential	• Moderate Employment Growth Potential	• Moderate Employment Growth Potential
• Auto is Primary Transportation Mode but Clustering May Support Additional Public Transportation	• Auto is Primary Transportation Mode, but Clustering May Support Additional Public Transportation	• Auto is Primary Transportation Mode, but Clustering May Support Additional Public Transportation
• Moderate to High Population Holding Capacity	• Moderate to High Population Holding Capacity	• Moderate to High Population Holding Capacity
• Projections and Scenario Appear Compatible	• Projections and Scenario Appear Potentially Compatible	• Projections and Scenario Appear Potentially Compatible

NOTE: Bold indicates plan alternatives selected for detailed alternatives analysis



Second, all three alternatives will have more population and employment than the City has today. As a result, all alternatives will have greater impacts on some aspects of the community than are currently experienced. The comparison between alternatives focuses, not solely on whether there is more impact than today, but rather on the relative impacts between the alternatives — for example, does the geographic pattern of development mean that more parks are needed for one alternative versus another to serve the same 2010 population.

Finally, the evaluation of alternatives generally assumes that technology (for service provision, transportation, and so forth) will remain essentially unchanged from the present. While dramatic changes could occur between now and the year 2010, the three alternatives are not predicated on such changes since they are beyond present forecast capabilities. Should such technological changes occur, they would not be expected to occur in a different way in the different alternatives. For this reason, the alternatives assume a constant level of technology.

With these common assumptions, there are nevertheless important differences between the alternatives. These differences are identified in the following section. The three alternatives are defined in terms of policy intent, development potential, 2010 population and employment projections, and an assumed urban form. These urban forms are shown on conceptual alternative diagrams.

3. *The Selected Alternatives*

Alternative 1: *Trends*

The *Trends Alternative* assumes that development will follow the policies contained in the previously-adopted City of Riverside General Plan, with the amount of growth through 2010 consistent with SCAG's Regional Growth Management Plan policies. Under this alternative, the growth rate between now and 2010 will be slower than that experienced in Riverside during the 1980's, an assumption that is consistent with slower growth region-wide. The ratio of jobs to residents would increase from the present rate, however, signifying faster non-residential development. Within the current City limits, this alternative projects approximately 277,000 residents. For the General Plan Area as a whole, this alternative is projected to have 309,000 persons and 195,000 jobs in 2010.

The urban development pattern of this alternative reflects the prior City of Riverside General Plan and the patterns of development activity currently occurring in the City. The conceptual alternative map (Exhibit 34 (Page IV - 14)) is intended to represent the City's adopted land use plan. Under this alternative, the existing neighborhoods in areas such as Wood Streets, Casa Blanca, Arlington, Ramona and Magnolia Center would experience some infill development on vacant properties, at densities similar to the existing neighborhoods.



Higher intensity development would continue to occur along Highway 91 (Riverside Freeway), Magnolia Avenue, and Arlington Avenue. Higher intensity development is also planned in the Canyon Springs/Sycamore Canyon areas and along Alessandro Boulevard and Trautwein Road. The Arlanza/La Sierra area is designated for Moderate Urban and Semi-Rural/Low Intensity Urban uses, with some Rural/Non-Urban development near the Santa Ana River and the Norco Hills. Similarly, Arlington Heights and Alessandro Hills would develop with a mix of Semi-Rural/Low Intensity Urban and Rural/Non-Urban areas.

The *Trends Alternative* includes the development of certain new areas in accordance with specific plans that have been formalized through development agreements. These agreements affect Canyon Springs, Orangecrest, the Lusk Highlander project area, and Mission Grove.

Outside the City limits, the *Trends Alternative* anticipates Semi-Rural/Low Intensity Urban development in the Woodcrest community near the Washington Street - Van Buren Boulevard intersection. In the southernmost section of the General Plan Area east of Wood Road, moderate and high intensity urban uses are anticipated. Areas in County agricultural preserves would continue in Rural/Non-Urban use, while other areas would experience Semi-Rural/Low Intensity Urban development.

This pattern of development does provide opportunities for development beyond that projected for 2010. The “build-out” of this alternative is calculated based upon the existing land uses, and on full development of vacant land in accordance with this concept map. The *Trends Alternative*’s build-out estimate is 346,000 persons and 240,000 jobs.

Principal Features of the *Trends Alternative*






- 2010 Population Within Current City Limits of 277,000
- 2010 Employment Within Current City Limits of 177,000
- 2010 General Plan Area Population of 309,351
- 2010 General Plan Area Employment of 195,000
- Reflects Current General Plan
- Agricultural and Hillside Lands Retain Low Development Capacity
- Infill in Already Urbanized Areas
- Most New Growth Occurs in Outer Portions of Planning Area
- Automobile is Primary Transportation Mode

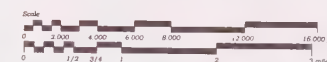




LEGEND

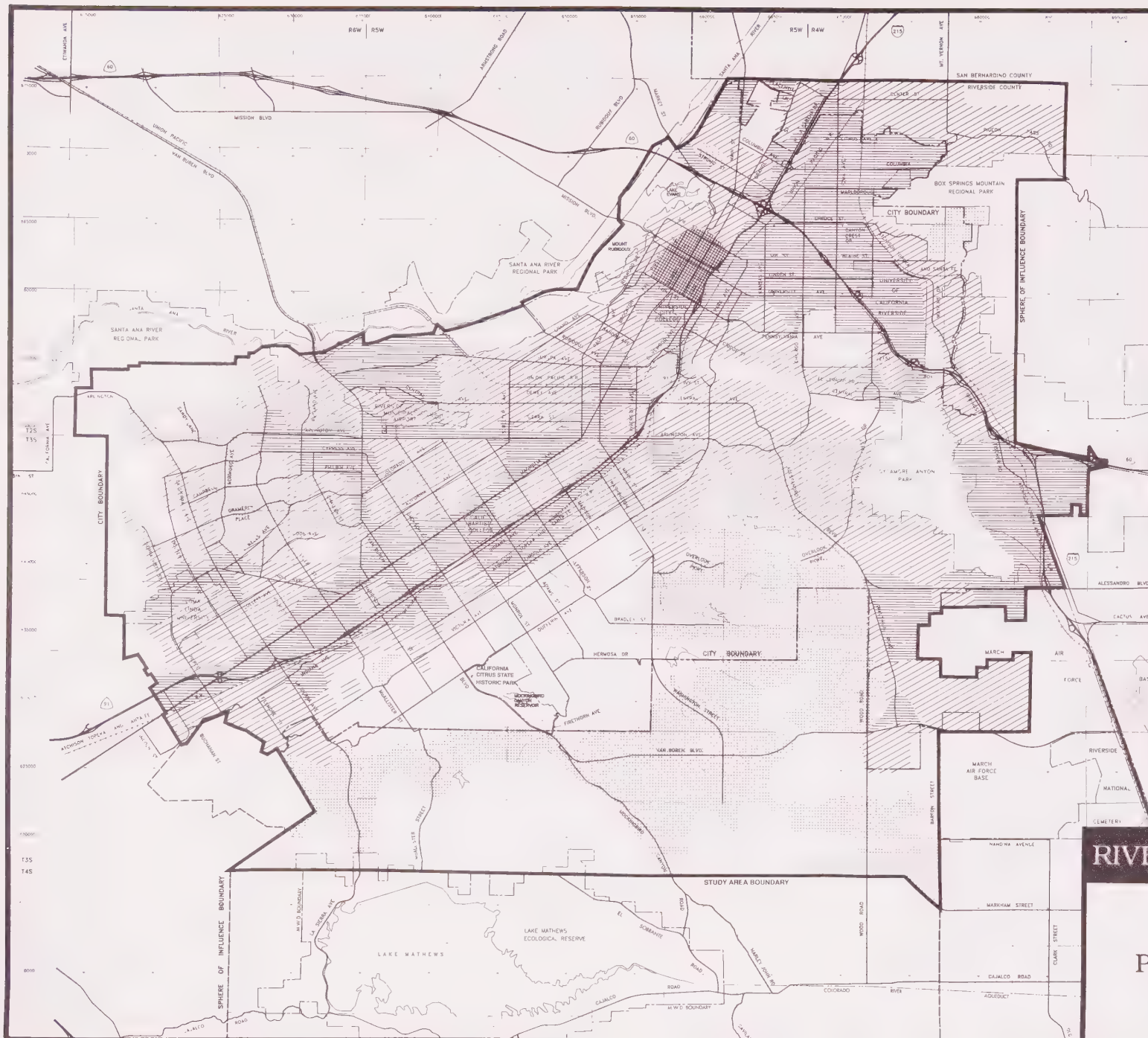
DEVELOPMENT INTENSITY CATEGORIES

-  RURAL/NON-URBAN (R)
-  SEMI-RURAL/LOW INTENSITY (SR)
-  MODERATE INTENSITY URBAN (MU)
-  HIGHER INTENSITY URBAN (HU)
-  DOWNTOWN CORE (D)



RIVERSIDE GENERAL PLAN

Exhibit 34 PLAN ALTERNATIVE 1 TRENDS SCENARIO



Alternative 2: Compact City

The *Compact City Alternative* incorporates a more intense urban pattern to efficiently accommodate future development. It limits most urban development to the presently-urbanized parts of the General Plan Area, while assuming a higher population and employment level than the *Trends Alternative*. As a result, higher intensity development would occur in areas already largely developed. Within the City limits, the 2010 population and employment projections are 292,000 persons and 189,000 jobs. This level of growth is 5.4% higher than that assumed in the *Trends Alternative*. It reflects population growth at a slower pace than that which occurred in the City in the 1980's but at a higher rate (two percent per year) than SCAG's Growth Management Plan projects for Riverside.

Exhibit 35 (Page IV - 17) shows the higher development intensities of the *Compact City Alternative*. This alternative emphasizes intensification of Downtown-area development. However, it also provides for intensification of other central areas, by allowing new development to occur at higher intensities than those which exist today. Within residential areas, the planned intensification could take the form of removal of existing uses (such as single family homes) and replacement with more intense uses (townhomes or apartments, for example). It would also involve development of vacant lots at higher intensities than surrounding development; the addition of "second units" on parcels would also be a possible result of this alternative.

Non-residential uses would also be expected to intensify under this alternative. In particular, the "corridor" along Highway 91 and the Santa Fe Railroad line would be targeted for new, more intense non-residential use.

Planning areas with significant vacant areas remaining would develop at Semi-rural intensities under this alternative (although proposals with approved development agreements are reflected). This approach ensures that moderate and higher urban intensity development is concentrated, minimizing infrastructure extension costs. It also provides more opportunities for Semi-Rural/Low Intensity Urban development than would the *Trends* option.



Principal Features of the *Compact City Alternative*






- 2010 Population Within Current City Limits of 292,000
- 2010 Employment Within Current City Limits of 189,000
- 2010 General Plan Area Population of 316,000
- 2010 General Plan Area Employment of 206,000
- Reflects Higher Development Intensity than Current General Plan
- Agricultural and Hillside Land Retain Low Development Capacity
- Intensified Development in Existing Urbanized Area
- Low Development Intensity in Outer Portions of General Plan Area
- Transportation by Automobile but with Potential for More Bus Service and Light Rail
- Development “Build-out” Potential Estimated at 363,000 Persons and 240,000 Jobs





LEGEND

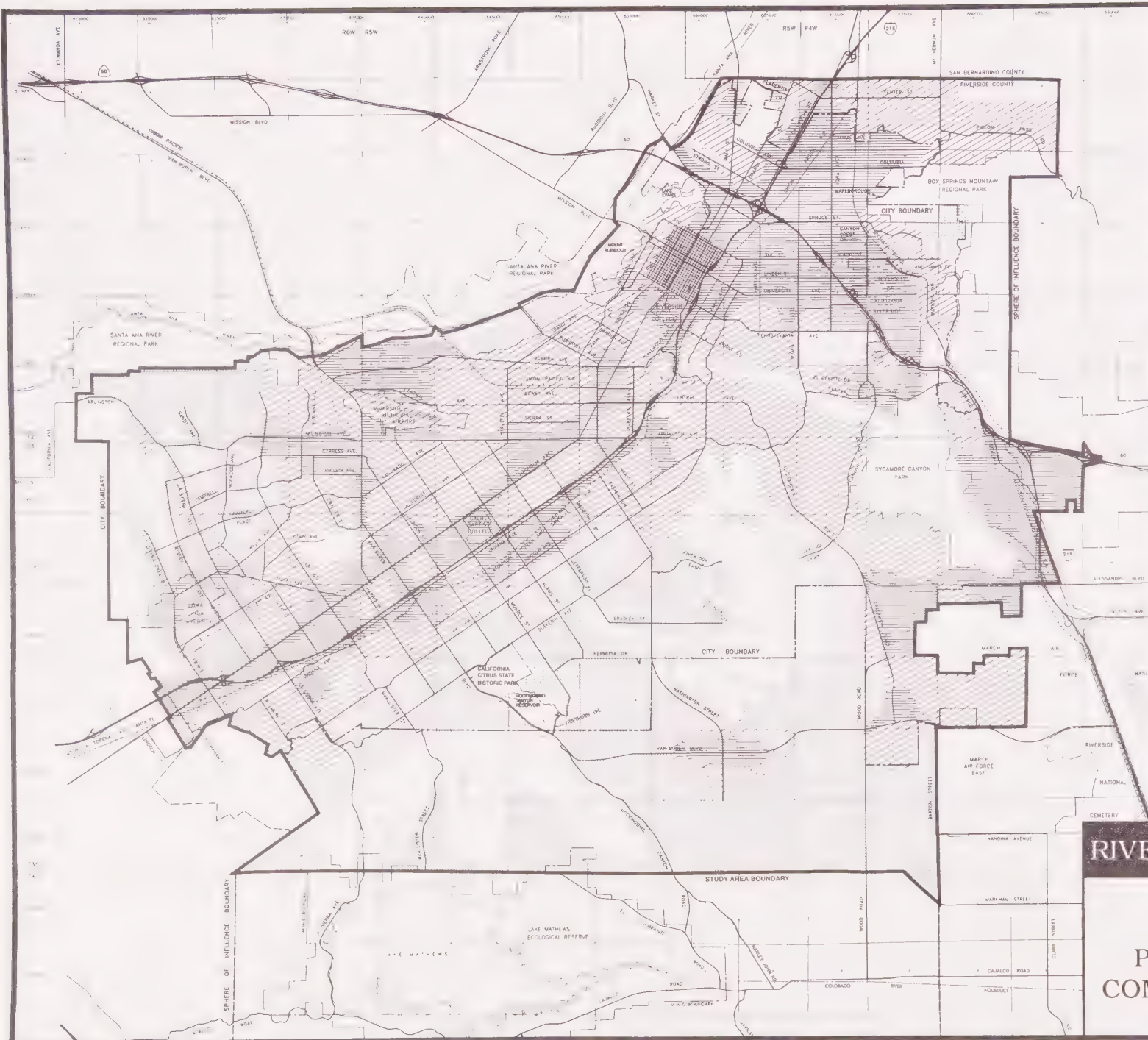
DEVELOPMENT INTENSITY CATEGORIES

-  RURAL/NON-URBAN (R)
-  SEMI-RURAL/LOW INTENSITY (SR)
-  MODERATE INTENSITY URBAN (MU)
-  HIGHER INTENSITY URBAN (HU)
-  DOWNTOWN CORE (D)



RIVERSIDE GENERAL PLAN

Exhibit 35 PLAN ALTERNATIVE 2 COMPACT CITY SCENARIO



Alternative 3: *Natural Areas*

The third alternative selected for detailed analysis gives the highest priority to preservation of natural areas within the City and General Plan Area. At the same time, it is intended to accommodate a higher population and employment level than that of the *Trends Alternative*. The population projections are the same as in the *Compact City Alternative*, with a 2010 General Plan Area population of 316,000 and 206,000 jobs. However, the geographic distribution of the development is different, with more of the new development in out-lying areas of the City and in the adjacent sphere of influence. The jobs per resident ratio would also remain the same as in the *Compact City Alternative*.

Exhibit 36 (Page IV - 20) depicts the conceptual development scenario for this alternative. Focusing on the preservation of natural areas, this alternative restricts the amount of development on slopes and in other important natural areas, such as significant habitats, stream corridors and other significant natural topographic features. These natural areas are planned for Rural/Non Urban development. Areas within the urbanized city are planned to infill at intensities much like those that exist today. The additional development anticipated by 2010 would occur in areas now in agricultural use. Some of these areas, such as the land adjacent to the Santa Ana River Corridor in Arlanza/La Sierra, would be planned for Semi-Rural/Low Intensity Urban development similar to the urban development now existing in this area. Portions of Arlington Heights would be planned for Moderate Urban development under this alternative. The Highgrove/Hunter Park area would also be planned for Higher Intensity Urban development. This alternative assumes that agricultural uses would not be retained within the study area if not generally viable.

Additionally, a “satellite urban community” would be identified in the Rancho El Sobrante/Woodcrest area. This plateau would be designated for a community with a mix of residential and non-residential uses. It would be separated from the existing urban area by the Rural/Non-Urban areas and greenbelts of the Mockingbird Canyon and the slopes to the east of this canyon. Higher intensities would be clustered at the intersections of Van Buren and Washington Street, and Van Buren and Wood Road. These designations give an opportunity for creation of a well-designed community with a distinct identity. High quality industrial and office development might locate here, as might “executive housing”.



Principal Features of the *Natural Areas Alternative*






- 2010 Population Within Current City Limits of 281,000
- 2010 Employment Within Current City Limits of 184,000
- 2010 General Plan Area Population of 316,000
- 2010 General Plan Area Employment of 206,000
- Hillside Lands Retain Low Development Capacity
- Agricultural Lands Allowed to Develop at Moderate Intensities
- Planned Satellite Urban community Created in Woodcrest/Rancho El Sobrante Area
- Emphasis on Preservation of Arroyos and Steep Hillsides
- Automobile is Primary Transportation Mode, but Clustering of Urban Uses May Support Additional Public Transportation
- Development “Build-out” Potential Estimated at 368,000 Persons and 219,000 Jobs





LEGEND

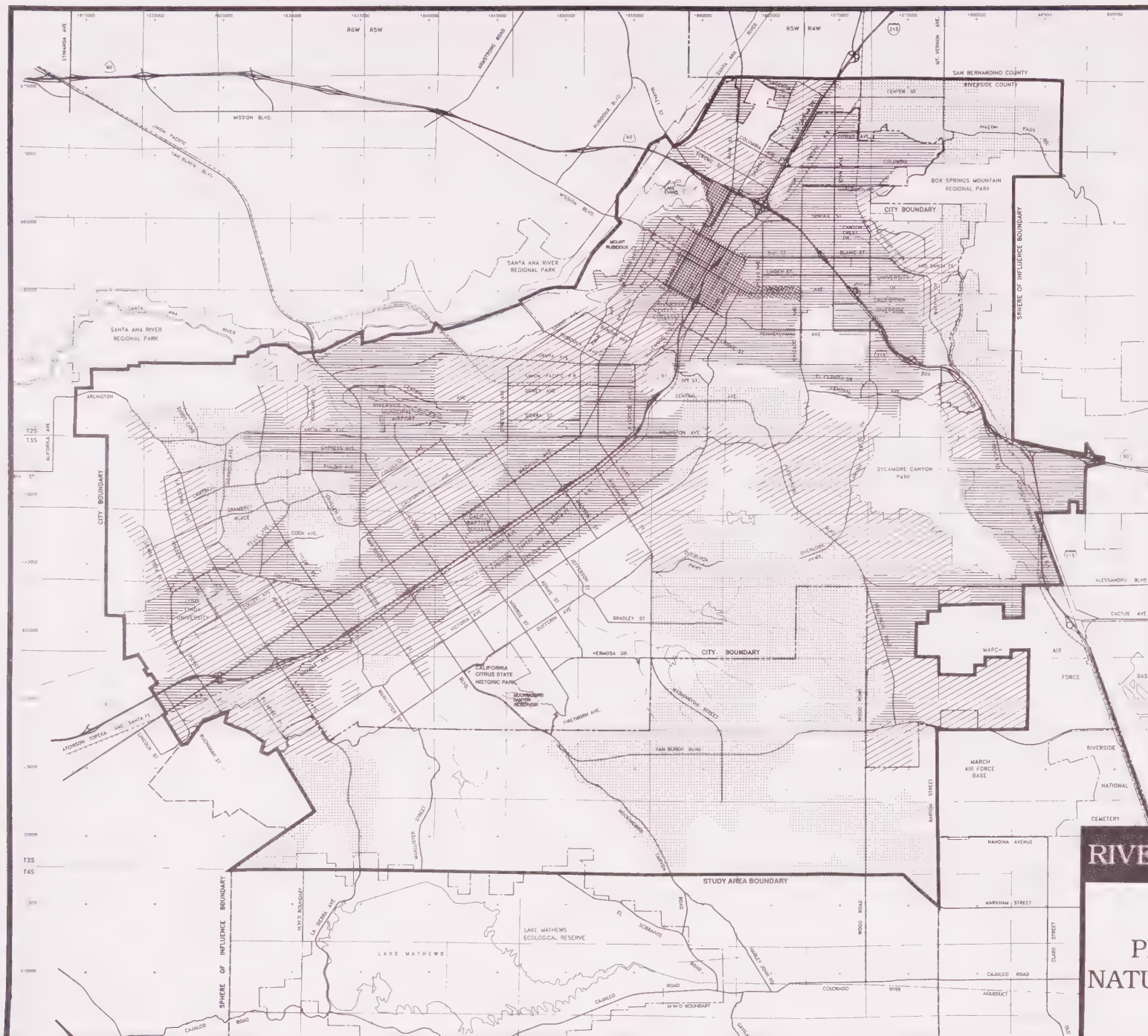
DEVELOPMENT INTENSITY CATEGORIES

-  RURAL/NON-URBAN (R)
-  SEMI-RURAL/LOW INTENSITY (SR)
-  MODERATE INTENSITY URBAN (MU)
-  HIGHER INTENSITY URBAN (HU)
-  DOWNTOWN CORE (D)



RIVERSIDE GENERAL PLAN

Exhibit 36 PLAN ALTERNATIVE 3 NATURAL AREAS EMPHASIS SCENARIO



4. *Summary of Selected Alternatives*

Exhibit 37 (Page IV - 22) presents the major features of all three alternatives selected for detailed analysis. As it indicates, these three alternatives present different options for the community in terms of intensification of existing neighborhoods, the treatment of agricultural lands, the outward extent of urbanization, and overall levels of population and employment.

5. *Comparison of Plan Alternative Impacts*

Review of these three plan alternatives led to several conclusions. First, many impacts on the City of Riverside are related simply to the fact that there will be more people in Riverside in 2010 than there are today. Demands for service, the amount of urban development, and other factors increase simply due to the amount of growth over the twenty-year period. Planning for a reasonable level of continuing growth will require the commitment of additional resources to meet these demands.

Second, all three plan alternatives are able to accommodate the projected population and employment growth, with some level of excess capacity remaining. None of the alternatives would restrict the General Plan Area's development potential below the levels needed to accommodate a reasonable amount of growth.

Third, the differences in geographic distribution of growth do result in some differences in impacts on natural resources. Both the *Trends* and *Compact City Alternatives* successfully retain major areas of agricultural value; *Compact City* and *Natural Areas* are very similar in their protection of other natural resources (steep slopes, sensitive habitats, and the like). All alternatives have some effect on smaller environmental features; refinement of a preferred alternative could minimize most of these effects.

Community facility demands, for those services using a defined geographic service area, increase as urban development extends outward. The *Natural Areas Alternative* generally demands the largest number of new facilities due to the greater extent of urbanization (in currently agricultural areas), while *Compact City* and *Trends* show somewhat lower facility needs.



Exhibit 37: Summary of Selected Plan Alternatives

ISSUE	TRENDS ALTERNATIVE	COMPACT CITY ALTERNATIVE	NATURAL AREA ALTERNATIVE
Comparison to Existing General Plan	Comparable Policy Direction and Intent	More Intense Uses in Some Devoted Areas; Comparable in Most Outlying Areas	Comparable in Most Developed Areas; More Urban Uses in Outlying Areas
Agricultural Lands	Protection of important agricultural land	Protection of important agricultural land	Plans for Urban Uses of Agricultural Areas
Hillside/Natural Areas	Protection of slopes of fifteen percent or more	Less Development in Some Hillside Areas	Protection of slopes of fifteen percent or more
2010 Population (Est.) • Current City Limits • Study Area	277,000 309,000	292,000 316,000	281,000 316,000
2010 Employment (Est.) • Current City Limits • Study Area	177,000 195,000	189,000 206,000	184,000 206,000
“Build-out” Capacity (Est.) • Population • Employment	346,000 240,000	361,000 240,000	368,000 219,000

Several community character issues are affected differently by the three Plan Alternatives. For these issues, a choice between alternatives is not a matter of reducing impact, but rather of the character of the preferred plan. The *Trends Alternative*, since it approximates the adopted General Plan, most strongly reflects a continuation of Riverside’s traditional development patterns and an emphasis on preserving existing neighborhoods. The other plan alternatives offer a number of choices or trade-offs:

- provision of more intense non-residential development opportunities adjacent to a potential transit station or provision of a “campus industrial” setting in a satellite community;
- planning for higher densities in the existing community or extending moderate intensity development opportunities to more of the outlying area; and
- determining how significant the preservation of Riverside’s agricultural heritage is to the desired community character.

For all of these issues, the selection of a “Preferred Plan Alternative” is a choice which must take into account the community’s desired character as well as the estimated service costs and impacts on natural resources.

E. Preferred Plan Alternative — Quality City

Detailed analysis established that each of the three alternatives was technically feasible. Each alternative had its positive and negative aspects; no single alternative was completely superior to another. Therefore, a preferred alternative was developed which combined



desirable aspects from each of the plan alternatives. This alternative, termed “*Quality City*”, combined the emphasis on preservation of existing neighborhoods and agricultural areas from the *Trends Alternative*, the intensification along transportation corridors and emphasis on Downtown from the *Compact City Alternative*, and the protection of environmentally sensitive areas from the *Natural Areas Alternative*. In addition, it reflected the concerns of Sphere of Influence residents by providing for development in their areas comparable to that presently planned for their communities by Riverside County government.

The major characteristics of the *Quality City Alternative* are summarized in Exhibits 38 (Page IV - 24) and 39 (Page IV - 26). This *Quality City Alternative* was adopted by the Citizens’ Advisory Committee on December 4, 1990, and was then approved by City Council on December 18, 1990. As a general policy direction, it formed the basis for drafting of the General Plan document itself.



Exhibit 38: Quality City Characteristics

Land Use

- Basic current development patterns retained
- Measure R agricultural and hillside lands substantially retained in low development intensity reflecting the current impact of the RA-5 and RC Zones and the extension of similar development parameters to steep hillside and agricultural lands in the Sphere area in accordance with Measure C
- Intensification at locations which do not adversely affect an established neighborhood's character, such as along major transportation corridors
- Emphasis on infill rather than development in outlying areas

Community Character

- Identification of and capitalization on unique natural and man-made physical features of Riverside as well as its cultural resources
- Strong emphasis on neighborhood preservation
- Strong emphasis on planning at the community level
- Create community level design criteria to foster greater visual quality, compatibility and consistency
- Provision of City-wide linkages between neighborhoods and between significant City landmarks and features including, but not limited to, public open space and parks, prominent public and historic buildings and major elements of the natural environment
- Inclusion of Historic Preservation policies and related implementation programs

Environmental Quality

- Preservation of significant natural environmental features such as ridgelines, arroyos and wildlife habitats
- Preservation of significant blocks of agricultural land and implementation of programs which support the continuing viability of agricultural uses
- Emphasis on local control of and participation in solution of regional environmental problems such as air pollution, noise pollution, water quality, solid waste disposal, hazardous waste control, and traffic congestion

Population and Employment

- Plan for estimated population and employment levels to provide for moderate levels of growth, midway between the *Trends* and *Compact City* projections
- 2010 Population (Current City) 285,000
- 2010 Employment (Current City) 183,000
- 2010 Population (Study Area) 313,000
- 2010 Employment (Study Area) 201,000
- Improve job/housing balance to encourage and provide more opportunity for residents to work locally



Exhibit 38: *Quality City Characteristics (continued)*

Transportation

- Provision of an adequate system of streets and highways
- Creation and implementation of a Transportation Management System
- Intensification along major transportation corridors to encourage public transit systems such as improved bus service, commuter rail and possibly light rail

Housing

- Provision of a full range of housing types to accommodate the needs of all citizens
- Emphasis on compatible land use relationships to help assure a continued supply of decent, affordable housing

Economic Development

- Creation of a high quality, balanced, diverse community capable of attracting and holding desirable industries
- Provision of an adequate supply of land to accommodate industrial and commercial expansion
- Encouragement of linkages of local industry with resources relating to the University of California, other local educational institutions and March Air Force Base

Adequate Public Facilities and Services

- Establishment of specific service levels for urban, semi-rural, and rural development
- Provision of the public facilities needed to meet these standards
- Provision of General Plan policies to direct the timing and sequencing of facility expansions to meet the needs of residents and to support the City's economic development efforts
- Establishment of a strong linkage between long-range fiscal planning and the timely provision of needed facilities (such as fire stations, neighborhood parks, and schools) to support development as it occurs

Sphere of Influence







- Development of plans and policies which recognize the needs and desires of residents and property owners in the Sphere of Influence areas, consistent with the established community plans in the Sphere, to the extent they can interface in a compatible manner with the existing and planned character of the present City area
- Consideration of an urban reserve designation in portions of the Woodcrest/Rancho El Sobrante area which could be provided with urban facilities and services at some time in the future when specific timing criteria have been met





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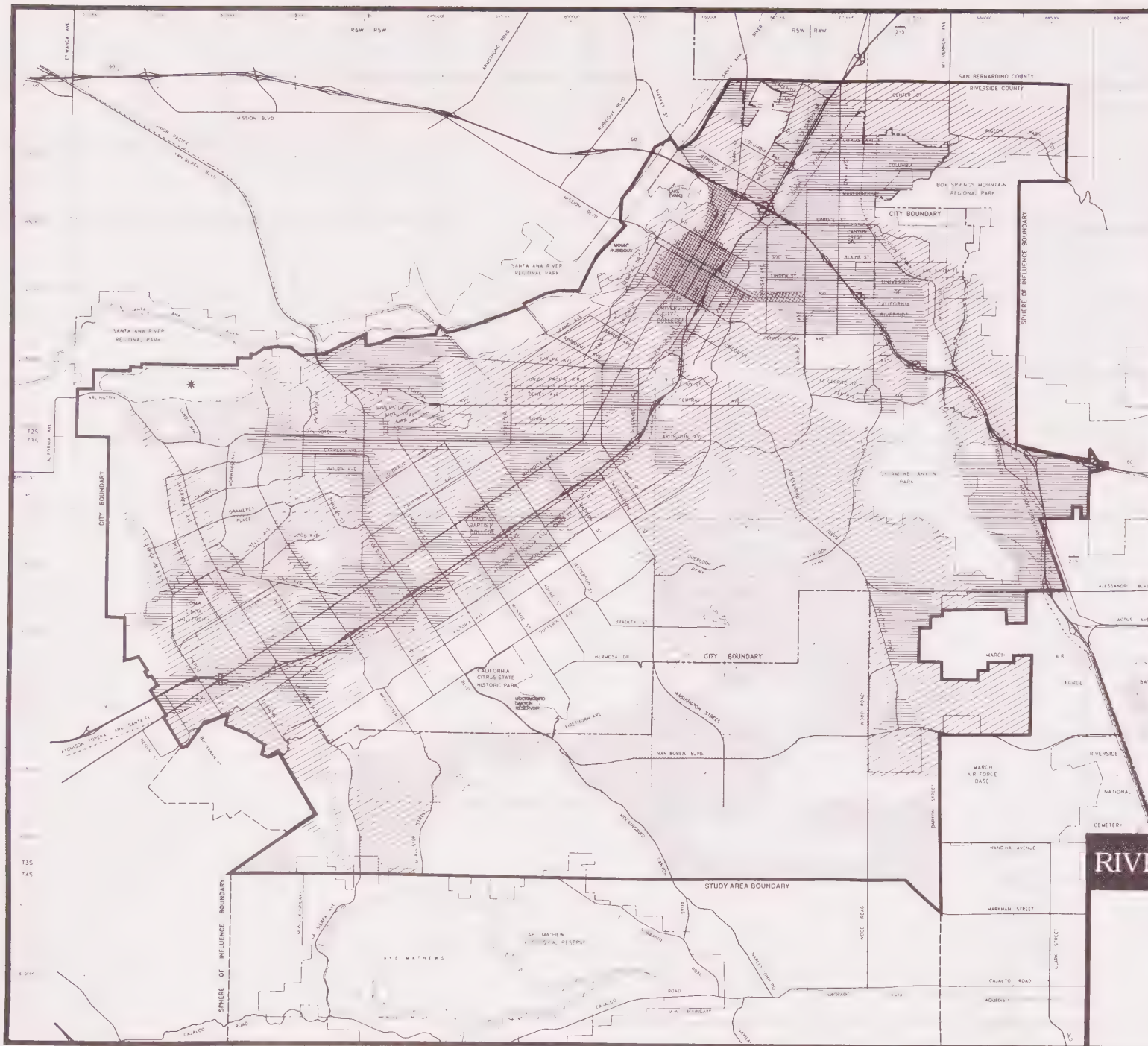
DEVELOPMENT INTENSITY CATEGORIES

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-  SEMI-RURAL/LOW INTENSITY (SR)
-  MODERATE INTENSITY URBAN (MU)
-  HIGHER INTENSITY URBAN (HU)
-  DOWNTOWN CORE (D)
-  LA SIERRA LANDS: FUTURE INTENSITY OF DEVELOPMENT SUBJECT TO SPECIFIC PLAN



RIVERSIDE GENERAL PLAN

Exhibit 39 QUALITY CITY SCENARIO



F. Preparation of the General Plan Document

1. Refinement of Quality City Plan Alternative

Extensive refinement and detailing of the *Quality City* concept was an integral part of the development of specific goals and policies for the General Plan Elements. This refinement of the Plan Alternative produced a Land Use Diagram (*Located in the Map Pocket of this Document*) for the General Plan. Creation of the Land Use Diagram required:

- creation of a set of precise, detailed land use categories;
- correlation of those categories with the intensity levels used in the plan alternatives;
- application of these land use categories to all areas within the General Plan Area, based on the existing land uses, current General Plan designations, *Quality City* intensity levels, and other policy objectives of this selected plan alternative; and
- calculation of the development potential of the Land Use Diagram (*Located in the Map Pocket of this Document*), based on typical development intensity levels.

This Land Use Diagram was used as the basis for additional analysis of the planned transportation system. As goals and policies were drafted, the ability of this Land Use Diagram to support the goals was also reviewed.

2. Preparation of General Plan Goals and Policies

Based on the *Quality City Plan Alternative*, the City staff and consultants developed a set of goals and policies for the General Plan. Preparation of these goals and policies included a review of all goals and policies in the City's adopted General Plan, including individual Plan Elements, Community Plans and Specific Plans. These policies were revised to strengthen their support for the *Quality City*, to provide more precise direction, and to incorporate new information. The draft goals and policies were reviewed extensively by staff in many City departments and were revised based on this input. Appropriate maps, charts and tables were prepared to illustrate these goals and policies.

3. Plan Implementation Recommendations

The General Plan also includes recommendations for action by the City to accomplish its goals. As with the goals and policies, this section of the Plan was developed based on existing plans and regulations, the direction of the selected plan alternative, and recent information regarding potential action programs.



Section IV — The Planning Process

4. General Plan Document Completion

All sections of the General Plan were drafted, reviewed for compatibility and produced in a single format style. Diagrams and other exhibits were also prepared, in order to complete the draft General Plan for public review.

5. Preparation of the General Plan Environmental Impact Report (EIR)

Along with preparation of a General Plan document, an Environmental Impact Report (EIR) was prepared. This document contains the analysis of potential environmental impacts of the General Plan, and identifies possible mitigation measures.

G. Plan Adoption

The final step in updating the City of Riverside's General Plan is public review and City action on the draft General Plan. Review of the Plan draft by the Citizens' Advisory Committee began September 18, 1991 and was completed January 22, 1992. The Committee's comments and recommendations were forwarded directly to the City Council and considered during the Council's hearing of the draft Plan.

Concurrently, the Riverside Planning Commission held thirteen public hearings of the draft General Plan between September 9, 1991, and January 23, 1992. The Planning Commission also forwarded an extensive set of recommendations for City Council consideration.

The General Plan update process included preparation of an environmental impact report (EIR) which was reviewed by the Environmental Protection Commission. On January 15, 1992, the Commission recommended the certification of the final EIR by the City Council.

Beginning July 21, 1992, the City Council held a lengthy series of public hearings on the draft Plan. From these hearings arose significant traffic circulation issues which required preparation and processing of a supplemental EIR. That supplemental EIR was certified July 12, 1992, by Resolution No. 18536. The General Plan update hearings were completed August 16, 1994. The comprehensively updated General Plan was finally adopted on September 13, 1994, by Resolution No. 18572. The related EIR was certified on that same date by Resolution No. 18571.



RESOURCE CONSERVATION - V



Section V — Resource Conservation



This section contains the mandated Conservation and Open Space Elements. It deals with issues having a strong connection with the natural physical qualities of the City.



A. *Conservation Element*

The Conservation Element provides “for the conservation, development and utilization of natural resources including water, ... soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources.” (Government Code Section 65302.(d).) This Conservation Element also contains goals and policies relating to air quality, water quality and quantity and energy. The hydraulic force of river waters is addressed in the Public Safety Element in the Growth Management section. Soil conservation is discussed in the Air Quality section of this Element and the Agricultural Preservation section of the Open Space Element. Natural resource conservation is addressed in both this Element and the Open Space Element.

Each subsection in this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions or decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

1. *Air Quality*

Location and Climate

The City of Riverside is located in the eastern portion of the South Coast Air Basin (SCAB). The basin also includes all of Orange, Los Angeles, and Riverside Counties and the non-desert portion of San Bernardino County. The climate of the SCAB is influenced by its location in a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains around the rest of its perimeter.

Air quality is the balance of the natural dispersal capacity of the atmosphere and emissions of air pollutants from human activity. Ventilation, or natural replacement of air, directly affects atmospheric dispersal capacity. Temperature inversions and low wind speeds often reduce ventilation in the Riverside area. The hills rimming the basin sometimes act as a trap, preventing horizontal movement of air into and out of the basin. Particularly under summer and autumn inversion conditions, pollutants may become trapped in the basin due to poor ventilation. In winter, shallower radiation inversions may promote the accumulation of pollutants in the morning, but midday heating usually initiates vertical air currents, resulting in improved air quality (South Coast Air Quality Management District, 1987).

The SCAB is a non-attainment area for four of the six criteria pollutants, including ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), and fine particulate matter (PM₁₀). Non-attainment means that these pollutants exceed federal ambient air quality standards. With the passage of the California Clean Air Act (AB 2595), the SCAB is also a non-attainment area for these pollutants with respect to the more



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stringent State of California standards. The SCAB is considered to have the worst air quality problem of any basin in the nation (Southern California Association of Governments, 1989).

The emissions inventory for 1987, compiled by the California Air Resources Board (CARB), shows that Riverside County contributed less than half of the amount of O₃ precursor gases, such as Total Organic Gases and NO₂, emitted by either Los Angeles or Orange Counties. Yet, annual mean O₃ concentrations measured in Riverside County in 1987 were greater than in either Los Angeles or Orange Counties. Clearly, Riverside County is a “transport area” receptor and receives emissions generated from other areas due to prevailing meteorological and topographical conditions.

Air quality in the Riverside area is monitored in the Community of Rubidoux, three miles to the west of Downtown Riverside, by the South Coast Air Quality Management District (SCAQMD). Data from this station (see Appendix C , Table 2 (*Under Separate Cover.*)) indicates that the primary pollutants of concern within the immediate area of the city are O₃ and particulates. However, as a city within the boundaries of the SCAB, an effort must be made to reduce the emission of all non-attainment pollutants within the basin.

While meteorological and topographical conditions create a setting conducive to the accumulation of pollutants, these natural factors are not subject to change or manipulation via policy. However, by addressing other contributing factors, such as rapid population growth and inadequate air pollution control measures, the City can reduce pollutant emissions.

Pollutants of Concern

O₃ is a photochemical product of other emissions and is not directly emitted into the atmosphere. Gasses responsible for O₃ formation include reactive organic gasses (ROG), such as hydrocarbons, and oxides of nitrogen. O₃ is a colorless toxic gas which is produced with the aid of ultraviolet radiation from the sun. Excessive O₃ concentrations can cause such effects as damage to vegetation and cracking of untreated rubber. O₃ may also directly affect the lungs, causing respiratory irritation and potential changes in lung functions. In the Riverside area, mobile sources, particularly motor vehicle emissions, are primarily responsible for the emission of O₃ precursors.

Particulates are accumulations of finely divided solids or liquids; commonly including dust, soot, or aerosols. Ten percent of all particulates are 10 microns or less in diameter (PM₁₀) and can remain suspended in the atmosphere for significant periods of time. PM₁₀ may affect human health by damaging the lung tissue, or by containing harmful absorbed gasses. Suspended particulates can scatter or absorb sunlight, and thus reduce visibility and create haze. Predominant sources of PM₁₀ in Riverside County include entrained road dust, construction activities, agriculture, and natural sources such as wind-raised dust.



CO is a colorless, odorless, toxic gas produced by incomplete combustion. Winter inversion conditions usually contribute to concentrations in excess of state and federal standards. Motor vehicles are the major source of this contaminant in the basin. Inhaled CO passes into the blood stream, where it reduces the amount of oxygen available for proper functioning.

Nitrogen oxides are primarily associated with fuel combustion. Concentrations of nitrogen oxides in excess of state or federal standards have not been measured in the Riverside area (see Appendix C-5 (*Under Separate Cover.*)).

Responsible Agencies

SCAQMD is the regional agency responsible for enforcing air quality standards within the SCAB. The applicable air quality criteria for the City of Riverside are the State of California Ambient Air Quality Standards (CAAQS) and the National Ambient Air Quality Standards (NAAQS). These two standards are detailed in Appendix C-4 (*Under Separate Cover.*). The standards have been developed to protect the public from various known undesirable effects upon health, vegetation and property.

The Southern California Association of Governments (SCAG), together with SCAQMD, has adopted an Air Quality Management Plan (AQMP) to reduce pollutant emissions within the South Coast Air Basin. This plan requires that local governments adopt a series of policies in an effort to achieve emission reductions and basin-wide attainment of air quality standards.

Key Air Quality Issues

Transportation. In order to reduce emissions of CO and emissions associated with the production of O₃, trip generation must be reduced, traffic flow must be improved using Transportation Demand Management strategies, and the use of alternative fuels as well as alternative means of transportation, such as bicycling must be encouraged. Trip generation can be reduced by the implementation of telecommuting and alternate work week strategies by large employers. Traffic flow improvements can be made by the signalization of intersections, the diversion of truck travel during peak period traffic flow, and the implementation of incentives to promote the use of ride-sharing and mass transit. Vehicles that run on alternative fuels can be procured by private and public agencies with substantial fleets, including the City of Riverside. Some transportation policies affecting air quality are included in this portion of the Conservation Element, while many others are found in the Transportation Element.

Land Use. Expanding development, widely separated land uses, and a housing-rich community all serve to increase the total number of vehicles and vehicle miles travelled. In order to meet currently non-attained air quality standards, measures need to be taken to reverse this trend. The number of persons commuting out of the Riverside area can be reduced by the stimulation of job growth within the City. The



preservation of open space within the City can moderate the growth that adds to the number of vehicles on local roadways. Additionally, whenever possible, large-scale industrial sources of air pollution should be separated from sensitive receptors such as nursing homes and schools. Most land use policies are contained in the Land Use Element, although some policies that are directly supportive of improved air quality are found in this Element.

Particulate Emissions. The City of Riverside is a non-attainment area for fine particulate matter (PM₁₀). The major sources of particulate matter within the city are road dust, farming operations, construction and demolition activities, and natural sources, primarily wind-raised dust. Particulate emissions can be reduced by the paving of unpaved roads and parking lots, and by the implementation of fugitive dust prevention measures during farming and construction activities.

Energy and Conservation. Airborne pollutants may be reduced through residential and commercial energy conservation efforts, as well as conservation efforts by the City of Riverside. The promotion of waste recycling can reduce the amount of airborne pollutants generated by landfills. Policies regarding these issues are found in the Energy section of the Conservation Element and in the Solid and Hazardous Waste Management section of the Land Use Element.

Governmental Organization. Air quality is a regional issue. Improving air quality will require the concerted efforts of many regulatory agencies within the region. Coordination of local plans and programs with intergovernmental agencies such as SCAQMD and SCAG will promote the efficient attainment of air quality standards.

Air Quality Goals and Policies

Goal AQ 1 To achieve air quality levels that provide a safe and healthy environment for all residents and businesses within the City of Riverside consistent with the target dates established by the State and Federal Clean Air Acts.

Policy AQ 1.1 The City should pursue cost effective air quality management strategies that contribute to improved local and regional air quality.

Goal AQ 2 To reduce automobile pollutant emissions by reducing the percentage of people within the City of Riverside who must drive to work on a daily basis (person work trips).

Policy AQ 2.1 The City should support the implementation of, and legislation pertaining to, alternate work weeks and telecommuting strategies by employers within the City of Riverside and throughout Southern California. Telecommuting is a process by which employees are able to work at home or at local



employment centers via telephone and computer linkages with a distant work location. Alternate work weeks would allow employees to work their regular number of hours in fewer days (i.e. forty hours in four days), thus, requiring fewer person work trips.

Policy AQ 2.2 The City should support legislation to remove impediments to alternate work schedules in management bargaining agreements.

Policy AQ 2.3 To support telecommuting, the City should encourage the consideration of conversion of surplus public facility sites as potential locations for neighborhood work centers when analyzing alternative uses of such facilities. Notification of this policy should be given to relevant agencies, such as school districts.

Policy AQ 2.4 The City should continue and expand its programs providing alternate work weeks, flextime, and telecommuting for employees of the City of Riverside. The City shall take an active leadership role in implementing the transportation demand management strategies it encourages local employers to adopt.

Policy AQ 2.5 The City shall, when appropriate, condition development approvals on the development of transportation demand management strategies.

Policy AQ 2.6 The City should report, in a quantitative manner, the effectiveness of trip reduction action strategies to SCAG on an annual basis.

Goal AQ 3 To reduce automobile pollutant emissions by reducing the number of vehicles required by residents within the City of Riverside for travel to and from work on a regular basis (vehicle work trips).

Policy AQ 3.1 The City shall support the Air Quality Management District's implementation of its Regulation 1501.

Policy AQ 3.2 The City should give priority to the development of trip reduction programs and development of ride-sharing facilities over mixed flow highway capacity expansion, in order to achieve and maintain mobility and air quality.



Section V — Resource Conservation

Policy AQ 3.3 The City should support the enhancement of mass transit performance and availability. Establishment of developer fees to offset transit development costs should be considered by the City. Such fees should provide incentives for locating development near mass transit stations or creating mixed use developments. Encourage the creation of non-polluting mass transit.

Policy AQ 3.4 The City should continue to implement its Bikeway Master Plan with the goal of having major north/south and east/west corridors in and around the City in order to accommodate bicycle commuters.

Goal AQ 4 To reduce the number of single-occupant non-work auto trips within the City of Riverside.

Policy AQ 4.1 The City should support merchant transportation incentives, which would require large retail establishments to offer customer ride-sharing incentives and require owners/managers/developers of both new and existing large retail establishments to provide facilities for non-motorized transportation needs.

Policy AQ 4.2 The City should require that the development of any new special event center with capacity in excess of 10,000 people include facilities for off-site facility lots, Park-n-Ride programs and incentives for mass transit use, including the sale of discounted transit passes with ticket purchases.

Goal AQ 5 To reduce vehicular emissions in the City of Riverside through traffic flow improvements.

Policy AQ 5.1 The City should encourage a more efficient use of the road system through the diversion of truck traffic, whenever feasible, to off-peak periods.

Policy AQ 5.2 The City should give priority to efforts to improve the flow of traffic through facility design techniques such as the location of signalized intersections, the timing of signals, and the construction of additional turn and deceleration lanes.



Goal AQ 6 To reduce tailpipe emissions from City fleet vehicles.

- Policy AQ 6.1* The City should support legislation which encourages the use and ownership of electric or other alternative energy vehicles.
- Policy AQ 6.2* The City should support legislation promoting research, development, and demonstration of electric and other alternate energy vehicles in both fleet service and private passenger use.
- Policy AQ 6.3* The City should consider the phased conversion of its fleet of vehicles to electric or other alternative energy fuels.

Goal AQ 7 To reduce the length of work trips while expanding the supply of affordable housing and creating an urban form that efficiently utilizes urban infrastructure and services.

- Policy AQ 7.1* The City shall strive to achieve a job/housing balance compatible with the Regional Growth Management Plan through the provision of incentives to attract job growth within the City of Riverside.
- Policy AQ 7.2* The City should encourage the development of employment through support of labor force retraining programs and other economic development measures.
- Policy AQ 7.3* The City shall promote future patterns of urban development and land use which reduce costs of infrastructure construction, make better use of existing facilities, and achieve a good match between future growth and the phasing-in of new facilities or expansion of existing ones. This includes mixed use development involving retail uses, condominiums, senior housing units, and parking.
- Policy AQ 7.4* The City should encourage growth in and around activity centers, transportation nodes and corridors, areas with underutilized infrastructure systems, and areas needing redevelopment.

Goal AQ 8 To separate air pollution sensitive land uses from major sources of air pollution.

- Policy AQ 8.1* The City should adopt regulatory techniques designed to separate air pollution sensitive land uses (i.e. retirement homes, hospitals, schools and residences) from significant sources of air pollution.



Section V — Resource Conservation

Goal AQ 9 To reduce particulate emissions from paved and unpaved roads, construction activities, and agriculture.

Policy AQ 9.1 The City shall evaluate, expand and vigorously enforce guidelines to be followed by all contractors for the prevention of fugitive dust at construction sites.

Policy AQ 9.2 The City shall support the paving of unpaved roads and parking lots in areas undergoing transition from a rural to an urban or suburban character.

Policy AQ 9.3 The City should adopt regulatory techniques to minimize the generation of fugitive dust resulting from agricultural activities. Such techniques may include vegetative cover, wind-breaks, improved tillage practices, and other means.

Policy AQ 9.4 The City shall encourage the use of building materials and methods that minimize the emission of reactive organic gasses (ROG) and particulates.

Goal AQ 10 To coordinate City air quality planning and implementation efforts with other responsible agencies.

Policy AQ 10.1 The City shall coordinate with the County of Riverside, the Western Riverside Council of Governments, SCAQMD, SCAG, the California Air Resources Board (CARB) and other agencies involved in decisions affecting air quality to develop and implement clean air strategies for the South Coast Air Basin.

Policy AQ 10.2 Coordinate the City's efforts in improving air quality with the County of Riverside and Western Riverside Council of Governments.

Goal AQ 11 To coordinate with regional authorities and also to take primary responsibility for standards and measures to protect citizens of the city by keeping abreast of ongoing information of the health effects of air pollutants generated within the City and incorporate that data in its regulatory process.

Policy AQ 11.1 The City shall annually review the Health Risk Reports and Emission Summary prepared by industrial facilities located in the City of Riverside in compliance with State and Federal laws.



Recommendations for Implementation - Air Quality (AQ)

I-AQ 1: The City should collect work trip information from all business license applicants or holders of business licenses. The required information shall include, but not be limited to, numbers of employees, how they commute to work, work trip lengths and, where applicable, types and number of company vehicles and delivery of goods schedules. In addition, information shall be provided to business license applicants or holders about ridesharing and other programs to reduce employment related vehicle trips.

I-AQ 2: For any new office development in excess of 25,000 square feet that includes video conferencing facilities as part of their development, credit should be given in the form of density bonuses or reduction of fees on plans or developer fees.

The City should adopt a schedule equating benefits with the type and amount of credit to be granted by the City.

I-AQ 3: The City in conjunction with local businesses, should study the feasibility of centralized ordering and home delivery services.

Such services would reduce trip generation for the purchase of common household goods. This strategy would require the use of mass mailing or other public announcement in order to find businesses willing and capable of home delivery services.

I-AQ 4: Modify any regulations that would unnecessarily restrict the use of a home as an office for home based telecommuting.

I-AQ 5: Adopt an ordinance by July 1, 1999 requiring employers with multiple facilities to set aside facilities to be used by telecommuting employees.

This strategy is a long-term goal of the AQMP to allow employers time to plan for the increased future need of facilities.

I-AQ 6: The City shall continue to comply with SCAQMD Regulation 1501 including required monitoring and reporting responsibilities. Through any combination of ridesharing, telecommuting, alternative work weeks and trip reduction incentives, the City shall strive for a target of a thirty percent reduction of City employee work trips by 2010.

I-AQ 7: The City will assist SCAQMD in implementing its Regulation 1501 by promoting the establishment of transportation management associations for facilities employing more than one-hundred employees.



Section V — Resource Conservation

- I-AQ 8:* The City should provide the SCAQMD the information gathered from the registration program outlined in *AQ 1* to assist the SCAQMD in implementing Regulation XV.
- I-AQ 9:* Adopt an ordinance pursuant to future SCAQMD rules prohibiting one-hundred percent employer-subsidized parking.
- I-AQ 10:* Minimize free parking for non-residential development pursuant to future SCAQMD rules. Apply public revenues from increased parking fees to transit fares as a subsidy.
- I-AQ 11:* Require major retail centers to offer customer travel incentives for alternatives to single-occupant vehicles and to provide facilities for non-motorized transportation needs such as bike racks and pathway systems.

Examples of customer travel incentives would be to offer an exchange of a valid purchase receipt for ten dollars or more for a free bus token on the day of purchase, or a sale price for customers showing validated bus tickets or passes.

- I-AQ 12:* Require any development of a special event center with a potential occupancy of 10,000 or more persons at one place and one time to establish Park-n-Ride facilities or off-site parking at remote locations.
- I-AQ 13:* Implement a system of designated bikeways within the city on non-major streets that connect residential areas with shopping centers and parks. Upon completion, establish a high visibility campaign to promote awareness and encourage bicycle use.
- I-AQ 14:* The City should coordinate development approvals with efforts to encourage the expansion and creation of non-polluting mass transit systems and intermodal means of transportation to serve the proposed developments. City approval of any development should be conditioned upon the provision of adequate facilities to accommodate the anticipated mass transit demands of the proposed development. These facilities may consist of dedications of land and/or construction of facilities.
- I-AQ 15:* The City shall require by ordinance that new developments which will employ one-hundred or more workers to provide for City approval, a trip reduction plan using activities such as ridesharing, telecommuting, alternative work schedules, and other similar contributory activities to reduce the total quantity of work trips by six and a half percent increasing to twenty percent by the Year 2000 and to thirty percent by the Year 2006.



I-AQ 16: Continue to monitor traffic flow along collector and arterial streets and make the necessary adjustments to signals and roadways to improve the flow of traffic.

I-AQ 17: Prohibit on-street parking on collector and arterial streets during commute hours where the level of service had dropped below Level E.

I-AQ 18: Commit to a phasing plan to incorporate low, ultra-low and zero emissions vehicles into the city government fleet as required by the adopted 1994 SCAQMP Air Quality Management Plan. Annual monitoring reports on progress made toward meeting the objective should be submitted to SCAG.

I-AQ 19: Establish a review process within a one-half mile radius of any sensitive receptor, of any commercial or industrial development that has the potential for toxic air emissions.

I-AQ 20: Adopt an ordinance requiring the following measures be taken by contractors at construction sites.

- The use of truck wheel washers at the roadway exits from construction sites.
- Paving of an access road onto the construction site.
- Cleaning of access and public roadways of soil originating from the project site.
- Paving, curbing, or vegetative stabilization of road shoulders on which vehicles could potentially drive and create nuisance particulate emissions.
- Submittal of and adherence to a strict watering schedule of total coverage of unpaved construction areas twice daily. Require that grading activities be suspended during periods of excessive winds above thirty miles per hour.
- Use low emission mobile construction equipment where feasible.
- For developments exceeding the threshold of significance, develop trip reduction plans for construction employees.
- Spread soils binders, unpaved roads and unpaved parking areas.
- Apply AQMD approved chemical soil stabilizers according to manufacturers specifications to all inactive construction sites



(previously graded areas which remain inactive for more than ninety-six hours).

- Reestablish ground cover on construction sites through seeding and watering.
- Implement or contribute to an urban tree planting program to off-set the loss of existing trees at the construction site if applicable.
- Reduce traffic speeds on all unpaved surfaces to fifteen miles per hour or less.
- Configure construction parking to minimize traffic interference.
- Minimize obstruction of through traffic lanes.

I-AQ 21: Adopt an ordinance requiring parties involved with large scale agriculture of three or more acres, to implement fugitive dust control measures.

These measures include the use of either windbreaks, soil stabilization, asphalt cover, or closer crop spacing. Unpaved farm roads should be required to be stabilized using wet suppression and/or chemical or physical stabilization.

I-AQ 22: Adopt building regulations, in conjunction with determinations to be made by SCAQMD, to prohibit the use of building methods and materials such as architectural coatings that emit excessive amounts of reactive organic gasses. These methods and materials are to be determined by research to be conducted by the SCAQMD so as not to sacrifice safety and durability.

I-AQ 23: Prepare annual air quality action strategy monitoring reports that identify all action strategies pursued by the City and evaluate their effectiveness. A copy of these reports should be forwarded to SCAG and SCAQMD.

I-AQ 24: Require all Environmental Impact Reports for developments within the City to include an air quality section that addresses current basin attainment status and projected impacts quantified through the URBEMIS, CALINE4, or other air quality models available to CARB.

I-AQ 25: The City shall commit to updating the Air Quality section of the General Plan consistent with future amendments to the AQMP.



- I-AQ 26:* The City shall investigate the adoption of programs at least as stringent as those developed by the SCAQMD relative to the indirect source control measures as listed in the 1994 AQMP.
- I-AQ 27:* Create a City program to annually review the Health Risk Reports and Emission Summary prepared by industrial facilities in the City of Riverside in compliance with State and Federal law and to address the problems these reviews reveal, including action to protect sensitive receptors. This program should include cooperation with the South Coast Air Quality Management District and the State Air Resources Board.
- I-AQ 28:* The City shall consider requiring large employment centers to provide facilities such as bicycle lockers and showers to encourage bicycle commuters.

2. *Water Quantity and Quality*

The quantity and quality of surface water and groundwater in Riverside have a significant effect on the quality of life in the area. Water resources are essential for domestic use and irrigation, and are also an invaluable recreational and aesthetic resource. While most natural water courses in Riverside tend to be intermittent and have limited water surface, they form a network of riparian habitat which is essential to the maintenance of many local species of plants and animals.

The City is located in the 2,000 square mile watershed drained by the Santa Ana River. Groundwater quality is an important concern to the City, since the Riverside Public Utilities Department relies on wells for most of its water supply. While most of the groundwater is of high quality, concentrations of nitrate, the pesticide DBCP and dissolved solids have been identified in some areas. Since water is a finite resource, local water resources should be managed to protect the adequacy of supplies, to limit the dependence on external sources of supply, and to avoid the overdrafting of the underground water basin to reduce land subsidence. Because aquifers and surface water resources do not stop at municipal borders, the strategies for accomplishing these resource and environmental objectives must have a regional focus.

In California, water quality and water rights issues are managed by the State Water Resources Control Board and by the California Water Quality Control Board - Santa Ana Region (RWQCB-8). The Water Quality Control Board is authorized to adopt regional water quality control plans, enforce waste discharge requirements for point or non-point sources established by the State or the Federal Water Pollution Control Act, and to control groundwater pollution through groundwater waste discharge requirements and well permitting. The City will work with the Water Quality Control Board in order to protect the environmental quality of surface and groundwater resources.



Key Water Quantity and Quality Issues

Quantity. Though located in a semi-arid climatic zone, Riverside has historically enjoyed ample local water supply for both agricultural and domestic use. Continued careful management of this local source is necessary to avoid reliance on scarce, costly and undependable imported water.

Quality. Riverside has historically had high quality water, but increasing urbanization within the water basin threatens that quality through potential intrusion of pollutants into the groundwater supply. Proper planning is necessary to help protect water quality in the future.

Regional Responsibility. Water from sources in Riverside is part of the supply for downstream consumers in the Santa Ana River Basin. The City should help protect the amount and quality of water available to these water users.

Water Quantity and Quality Goals and Policies

Goal WQ 1 To preserve the quantity and quality of all water resources throughout the General Plan Area.

- Policy WQ 1.1* The City should adopt design and construction standards for new development that protect water quality, minimize erosion and sedimentation, and preserve natural drainage, habitat, and aesthetic functions. Standards should address runoff flow rates and the type, quality and quantity of particulates carried by runoff.
- Policy WQ 1.2* Water resources should be utilized in a manner that does not deplete the supply of groundwater; efforts to conserve local and imported water supplies should be encouraged.
- Policy WQ 1.3* The City should protect aquifer recharge features and areas of important aquifers from degradation of water quality and reduction of recharge.
- Policy WQ 1.4* The City should monitor the quality and quantity of groundwater and surface water resources and consider revisions to the General Plan's policies if monitoring identifies significant reductions in water quality or quantity.
- Policy WQ 1.5* The City should coordinate its plans, regulations and programs with those of other public and private entities which affect the consumption and quality of water resources within the General Plan Area. These entities include water providers (the Western Municipal Water District, the Eastern Municipal



Water District, and the El Sobrante Water District), Riverside County, and appropriate cities.

- Policy WQ 1.6* The City shall work with the RWQCB-8 in the formulation of water quality runoff standards and implementation programs to achieve those standards.
- Policy WQ 1.7* The City should develop procedures for cooperating with Riverside and San Bernardino Counties and with adjacent municipalities in the review and approval of new developments which affect the quality and quantity of basin-wide groundwater and surface water resources.
- Policy WQ 1.8* The City shall consider subsidy programs as included in the General Plan, especially for the conservation of agriculture, relative to the provision of electricity and water, to be applied on a case by case basis.

Recommendations for Implementation - Water Quality (WQ))

- I-WQ 1:* Adopt, in coordination with RWQCB-8, regulations establishing standards for the quality of runoff from new development sites and listing best management practices for achieving those standards.
- I-WQ 2:* Continue to monitor water levels and water quality of all City-owned wells and review results of monitoring to identify significant changes in water quality or quantity.
- I-WQ 3:* Adopt regulations establishing standards for the protection of recharge features.
- I-WQ 4:* Coordinate with RWQCB-8 to ensure that the City's stormwater management system complies with EPA standards.
- I-WQ 5:* Coordinate with water providers, such as the Western Municipal Water District, Eastern Municipal Water District and the El Sobrante Water District, to ensure the continued availability of a safe and abundant water supply.

3. *Natural Resources*

The General Plan is premised on the recognition that natural resources are not inexhaustible commodities to be exploited, but instead are valuable assets that should be carefully used and wisely managed. The City's natural resources include landforms such as hillsides and arroyos, mineral deposits and biological resources. Biological resources are important to preserve species diversity, the vitality of the



particular ecosystems in which they live and the maintenance of ecological balance in the City's natural areas. Natural resource policies also support other goals of the General Plan, such as preventing urban sprawl, protecting water and air quality, and preserving agricultural lands.

Land resources within the City include hillsides and arroyos, canyons, and stream and riverbeds, as well as the Santa Ana River corridor. Protecting land resources is necessary to maintain the unique character of Riverside, preserve public open space, and protect the public health, safety and welfare. Areas of generally steep slopes (fifteen percent or greater) include the Box Springs Mountain area, Alessandro Heights, portions of Rancho El Sobrante, and Norco Hills. Exhibit 4 (Page III - 5) shows those areas with slopes of fifteen percent or more. Development on these steep slopes can be hazardous due to soil instability and the potential for land failure due to inappropriate grading or construction techniques. Development within drainage ways intensifies non-point source pollution of receiving waters and increases the likelihood of flood damage to buildings.

Historically, the quarrying of granitic rock was a significant industry in Riverside. These operations have not been active for decades and most sites are now close to urbanized areas. Exhibit 40 (Page V - 19) illustrates the mineral resource locations within the General Plan Area. While there are no zones classified by the State as SZ (scientific zone) the exhibit identifies an area classified as a mineral resource zone (MRZ-2), as well as scattered areas where feldspar, silica, limestone and other rock products may be found. However, mineral extraction plays no role in the community at this time and is not anticipated to do so in the future.

Biological resources include native vegetation such as the inland sage scrub and riparian areas as well as rare, threatened or endangered plant or animal species. *Dipodomys stephensi* (Stephens' Kangaroo Rat) is listed as an Endangered Species by the Federal Government; its habitat includes areas in and around Sycamore Canyon Park and in Alessandro Heights. Exhibit 8 (Page III - 10) lists sensitive species that may exist within the General Plan Area. Preservation of these species depends on the preservation of natural habitats, including the inland sage scrub, vernal pool and riparian communities. Both the size of individual habitat areas and the connectivity between these areas can directly affect the ability of these habitats to support viable populations of sensitive species. Therefore, effective habitat preservation relies on a coordinated, comprehensive and carefully monitored regulatory approach.





LEGEND

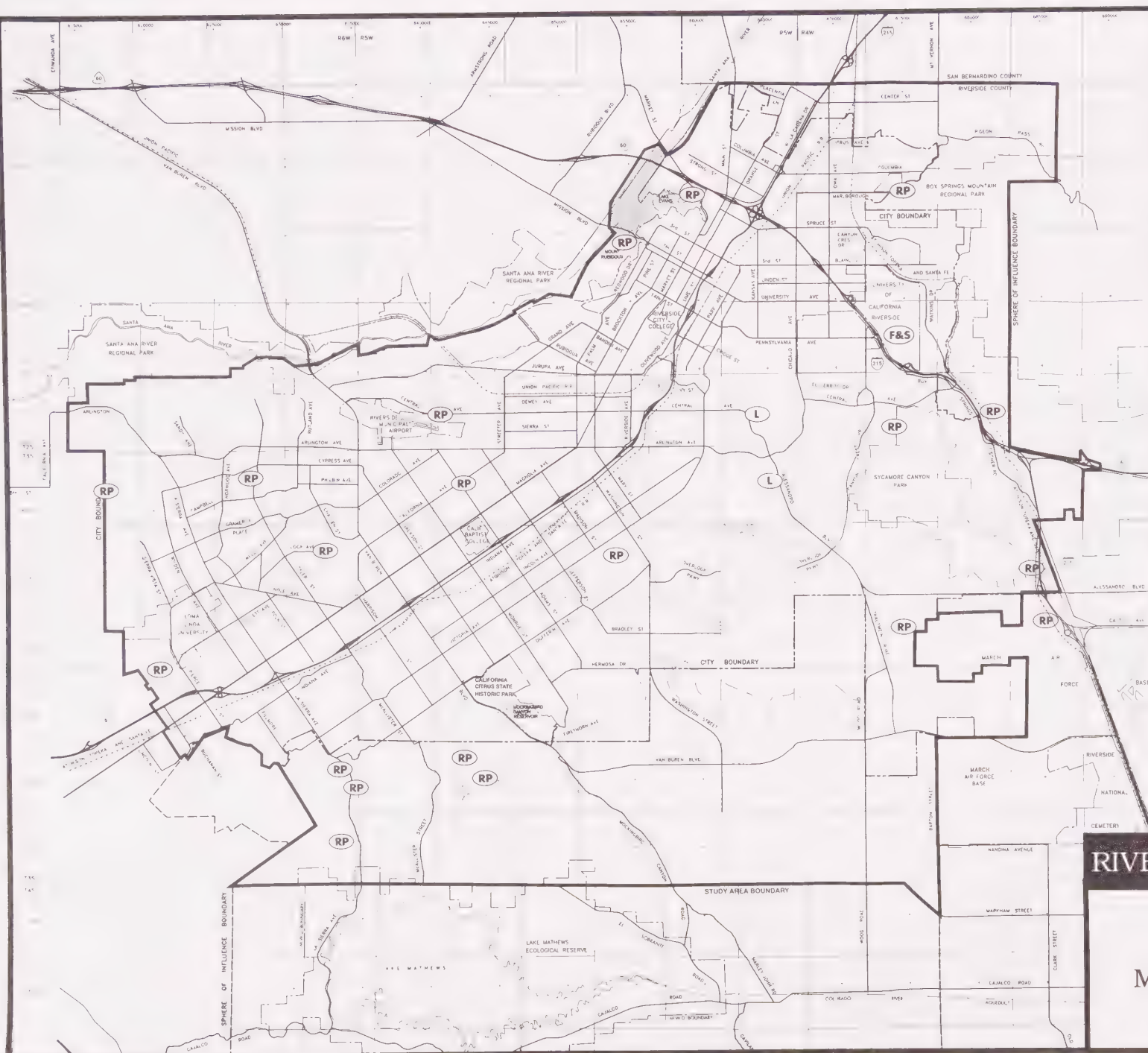
- RP** ROCK PRODUCTS
- F&S** FELDSPAR AND SILICA
- L** LIMESTONE
- MRZ-2 AREA

Source: City of Riverside



RIVERSIDE GENERAL PLAN

Exhibit 40 MINERAL RESOURCES



Key Natural Resource Issues

Natural Landforms and Features. Riverside's unique natural geography provides the City with much of its unique character. Preservation of significant blocks of various types of natural open space is a high priority.

Natural Habitat. Riverside, although located at the heart of a rapidly urbanizing region, has the opportunity to preserve significant areas of natural habitat which are home to a number of interesting, threatened, rare and/or endangered plant and animal species.

Natural Resource Goals and Policies

Goal NR 1 To preserve and protect ridgelines, hillsides, arroyos, the Santa Ana River corridor, and other significant natural features.

Policy NR 1.1 The City shall limit the extent and intensity of uses and development in unstable soil areas, areas of steep terrain, floodplains, arroyos and other critical environmental or hazardous areas.

Policy NR 1.2 The City shall control the grading of land to minimize the potential for erosion, landsliding, and other forms of land failure as well as to limit the negative aesthetic impact of excessive modification on natural landforms.

Policy NR 1.3 The General Plan's land use designations and community design policies should recognize the value of ridgelines, hillsides and arroyos as significant natural and visual resources and should strengthen their role as features which define the character of the City and its individual neighborhoods.

Policy NR 1.4 Development of property with an average natural slope of at least fifteen percent and not more than thirty percent shall not exceed 0.63 dwelling units per acre (one unit per one and two thirds acres). Development of property with an average natural slope exceeding thirty percent shall not exceed 0.2 dwelling units per acre (one unit per five acres). These densities shall be reflected in the land use designations of the General Plan Land Use Diagram (*Located in the Map Pocket of this Document*) for the General Plan Area. Within the incorporated City, these densities should be reflected in the City's development regulations and policies.



Policy NR 1.5 The City shall support maintenance of the existing open space character of Riverside's hillside and arroyo areas through its development regulations and policies.

Policy NR 1.6 The City should use design guidelines and development regulations affecting building height, spacing of structures, and the preservation or use of native plants in landscaping, to retain ridgeline areas in their natural state, to the greatest extent feasible.

Policy NR 1.7 The alignment studies and design standards used in constructing roadways included in the Transportation Element, and for local or neighborhood streets, shall minimize the roadways' effects on natural resources by following existing topography, minimizing the height of cut-and-fill slopes, and using other design techniques to reduce the visual impacts of roadways and associated traffic on the natural terrain.

Goal NR 2 To protect the biotic communities and critical habitats for endangered species throughout the General Plan Area.

Policy NR 2.1 The City should design its plans, policies and implementation techniques to protect key wildlife habitats, habitats of rare, threatened, or endangered species, wetlands and other significant environmentally sensitive areas.

Policy NR 2.2 Exhibit 9 (Page III - 12) shows the generalized locations of rare and endangered species habitat identified on the date of Plan adoption. This diagram shall be used by the City to identify areas for which more specific habitat analysis will be necessary as part of the development review process. The City shall update this diagram as more detailed habitat information is developed. The City may require habitat analysis for proposed developments in areas of potential habitat for other species listed in Exhibit 8 (Page III - 10), even though such habitat is not mapped in Exhibit 9 (Page III - 12). Site specific review may be required because the habitats for the sensitive species listed in Exhibit 8 (Page III - 10) range from pristine to disturbed areas.

Policy NR 2.3 The City shall consider requiring development projects in areas identified in Exhibit 9 (Page III - 12) to undergo review to assess their impact on habitats of rare, threatened or endangered species. This review of habitat impacts should be conducted as part of the project's environmental review. Developers of projects found to have potential impacts on



sensitive species may be required to mitigate the impacts of proposed habitat changes.

- Policy NR 2.4* The City shall cooperate with the County, State and Federal governments to protect the Stephens' Kangaroo Rat (SKR) by complying with the terms of the adopted short-term SKR Habitat Conservation Plan, including provisions for development regulations, mitigation fees, and the acquisition and operation of Sycamore Canyon Wilderness Park as an SKR reserve. The City shall encourage land donations or the dedication of land in lieu of park fees for the acquisition of additional portions of Sycamore Canyon as part of the park.
- Policy NR 2.5* The City should participate with the County, State, and Federal Governments in developing and implementing both a long-term Habitat Conservation Plan for the Stephens' Kangaroo Rat and a county-wide multi-species Habitat Conservation Plan.
- Policy NR 2.6* The City shall endeavor to protect native plant communities in the General Plan Area, including the inland sage scrub, riparian and vernal pool habitats.
- Policy NR 2.7* The City should protect and enhance known wildlife migratory corridors and help create new corridors whenever possible.
- Policy NR 2.8* The City should establish programs to identify, map and monitor the habitat for sensitive species listed in Exhibit 8 (Page III - 10), or for other species added to the State or Federal listings of rare, threatened or endangered species.

Recommendations for Implementation - Natural Resources (NR)

- I-NR 1:* Continue to refine regulations limiting the development of areas with unstable soils, steep terrain, floodplains, arroyos and other critical environmental and hazardous areas.
- I-NR 2:* Develop regulations establishing grading standards to ensure soil stability and to minimize negative aesthetic impacts.
- I-NR 3:* Modify the subdivision and zoning regulations to expand the use of design review and design guidelines to regulate building height, building spacing, landscaping, grading and street alignment to retain ridgeline areas in their natural state to the greatest extent possible.



- I-NR 4:* Require developments which include property identified as potential habitat for the rare or endangered species listed in Exhibit 8 (Page III - 10) to submit site-specific analysis of the effect of the proposed development on the affected rare or endangered species and to propose strategies for minimizing those effects.
- I-NR 5:* Continue active participation in Federal, State and local efforts to preserve rare, threatened and endangered species in the General Plan Area.
- I-NR 6:* Require site specific biological assessment and appropriate mitigation measures for all developments of property containing native plant communities and other potential habitats for sensitive species listed in Exhibit 8 (Page III - 10).
- I-NR 7:* Implement a program of research and field work to identify and map areas of habitat for sensitive species. Revise Exhibit 9 (Page III - 12) to reflect the results of this analysis. Periodically review and update this habitat information.

4. *Energy*

Adequate and affordable energy is critical to the overall quality of life and economic growth of the City of Riverside. Energy sources are used for transportation, lighting, space heating and cooling and the operation of machinery and appliances. Energy policies relate both to energy supply and to the amount and type of energy that City residents and businesses consume. The City's ability to affect energy supply is limited primarily to electricity supplied by the Public Utilities Department. The consumption of energy can be regulated effectively through vehicular trip reduction incentives (such as mixed use zoning and increased densities) in areas where public transportation is available, and through the establishment of energy-efficient construction requirements.

Because of the importance of energy to the quality of life and economic health of the community, energy consumption should be managed in an imaginative and prudent fashion. Critical factors affecting the supply and consumption of energy resources include the following:

- the reliability of energy delivery, including electricity and natural gas;
- the affordability of energy, especially electricity;
- ensuring equity among all energy customers while accommodating users with special needs;
- encouraging energy conservation and effective load management;



- implementing environmentally sensitive procurement and distribution programs for local energy installations;
- coordinating energy policies among the relevant governmental entities;
- discouraging gasoline consumption by improving access to public transportation and by encouraging land development patterns that balance housing and jobs;
- ensuring a just and equitable rate-making process in order to achieve fairness among all customer classes, recognizing the effect of energy rate increases on low income customers; and
- utilizing the City's energy resources in order to promote economic development consistent with Riverside's "*Quality City*" goals.

Key Energy Issues

Supply. The City and other energy suppliers need to plan for the long-range development of the City in accordance with the General Plan goals and policies to assure that ample and reliable energy will be available to consumers when needed.

Conservation. Many sources of energy used in the Riverside area are non-renewable. The City and its neighbors need to maximize the efficient use of these resources in the immediate future and increasingly utilize renewable sources of energy, such as solar and wind energy.

Energy Goals and Policies

Goal E 1 To provide an adequate supply of affordable, environmentally sensitive energy resources for residents and businesses in Riverside.

Policy E 1.1 The City should support the development of non-polluting renewable energy sources through action by the Electric Utility to utilize such energy sources in a cost effective manner.

Policy E 1.2 The City should support the development of non-polluting renewable energy sources through the provision of appropriate land use designation and development regulation which encourages such energy production.

Policy E 1.3 The City should support the development of non-polluting renewable energy sources through activities such as public



education efforts and the creation of local incentives for such development.

Policy E 1.4 The City should continue to provide a “lifeline” service rate to all residential electric customers of Riverside to provide basic services at a minimum cost.

Policy E 1.5 The City should manage the Electric Utility in a businesslike manner to provide electric service to the people of Riverside in a safe, reliable, environmentally sensitive and fiscally responsible way, while minimizing total utility costs over the long run.

Policy E 1.6 The City should, to the extent feasible, ensure the continued provision of ample, reliable energy to existing development and to new development at the time such development is approved by the City for occupancy.

Goal E 2 To encourage the efficient use of available energy resources by residential and commercial users.

Policy E 2.1 The Plan’s Land Use Diagram (*Located in the Map Pocket of this Document*) shall contain land use patterns which locate residential and non-residential uses in proximity to one another in a compatible manner to reduce energy consumption by reducing the need for automobile travel.

Policy E 2.2 The City shall encourage energy efficient development through its site plan and building design standards and guidelines.

Policy E 2.3 The City shall encourage the use of clean burning fuels and solar energy for space and water-heating purposes.

Policy E 2.4 The City shall encourage incorporation of energy conservation features in the design of all new construction and substantial rehabilitation projects, and encourage the installation of conservation devices in existing developments.

Policy E 2.5 The City shall encourage new construction and subdivision design that allows the use of solar energy systems. Enactment of a comprehensive solar access ordinance should be considered to ensure that existing and proposed buildings can use solar facilities.



Section V — Resource Conservation

- Policy E 2.6* The City's landscaping guidelines should support the use of vegetation for shading, wind reduction and to otherwise manage the microclimate in new developments to reduce energy consumption.
- Policy E 2.7* The City shall encourage energy audits of existing structures to identify present levels of energy use and potential conservation measures.
- Policy E 2.8* The City should support the use of public transportation, bicycling, and other alternative transportation modes in order to reduce the consumption of non-renewable energy supplies.
- Policy E 2.9* The City's Electric Utility shall support public education programs for City residents and businesses, to provide information on energy conservation and on alternatives to the use of non-renewable energy sources.
- Policy E 2.10* The City should encourage private energy conservation programs that minimize high energy demand and that use alternative energy sources. Incentive implementation programs shall be encouraged from both public and private sources.

Goal E 3 To encourage the efficient use of available energy resources by the City of Riverside.

- Policy E 3.1* The City shall utilize the most energy-efficient design for local government facilities and equipment, consistent with a reasonable rate of return and the recognition of the environmental benefits from energy conservation.
- Policy E 3.2* The City shall evaluate and implement measures to improve energy efficiency in City operations, particularly in terms of energy consumption by the City vehicle fleet, efficient load management systems in City buildings, and regular energy audits of City facilities and operations.

Recommendations for Implementation - Energy

- I-E 1:* Reduce overall energy use by the City of Riverside by eight percent by 1994, fifteen percent by 2000, and thirty percent by 2010.

A particular emphasis should be placed on reducing energy use during peak demand hours. Reduction measures may include lighting improvements, modifications to heating, ventilation, and air conditioning



(HVAC) units, conservation in waste water treatment, and any other methods seen to be effective.

- I-E 2:* Adopt an ordinance requiring the installation of solar heating equipment for water heating systems in all new multi-family developments, single-family homes over 2,000 square feet and for all new commercial buildings.
- I-E 3:* Adopt an ordinance requiring the installation of solar heating equipment for all new swimming pools with water heaters.
- I-E 4:* Install solar water heating systems at all appropriate City facilities.
- I-E 5:* Conduct a series of pilot projects to demonstrate use of renewable energy resources and to evaluate the potential cost effectiveness of expanded use of renewable energy sources in the City.
- I-E 6:* Develop and implement a Public Utility Demand Side Management (DSM) or other appropriate program that identifies cost-effective means of reducing energy consumption for businesses and residents, and provides strong incentives for conservation through the appropriate combination of development fees, rates and programs.
- I-E 7:* Adopt a solar access ordinance to prevent development on one site from precluding the use of solar energy on adjacent sites.
- I-E 8:* Employ the development review process to support the intelligent use of landscaping, site orientation and site design to reduce energy consumption.
- I-E 9:* Promote the use of energy efficient modes of transportation through public educational programs and through incentive programs for employees.
- I-E 10:* Conduct an energy audit of City operations including analysis of:
- the heating, cooling, lighting and water use of City buildings;
 - the operation of City vehicles; and
 - the modes of transportation used by City employees commuting to and from work.



5. Open Space Element

The Open Space Element provides for:

“(1)... the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches lakeshores, banks of rivers and streams, and watershed lands.

(2)... the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

(3)... outdoor space for outdoor recreation, including but not limited to, areas of outstanding scenic historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors. ... (Government Code Section 65560.(b))”

Public health and safety issues relating to hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, and areas presenting high fire risks are addressed in the Public Safety Element of the Growth Management section. Air and water quality protection and enhancement are addressed in the Conservation Element.

Each subsection in this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions on decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

6. Open Space

The preservation of open space serves the following important public objectives:

- natural resource and habitat preservation;
- managed utilization of natural resources;
- outdoor recreation;



- creation of linkages between major recreation and open space and habitat areas;
- creation of buffers between urban areas and between urban and agricultural areas;
- protection of the public health, safety and welfare; and
- creation of an overall high quality ambiance for the community.

The recreation and open space system should be designed to reflect the desires of the people of Riverside, to be imaginative in projecting what might be, and to be realistic in recognizing what is possible.

Both the State of California and the City of Riverside have a long tradition of open space preservation. The State provides for open space by mandating comprehensive planning for open space by local governments, and by granting express authority for open space implementation and financing mechanisms, including open space maintenance districts, open-space easements and mandatory dedications/in-lieu fees for parks and recreational open space. The City's wealth of parks and open space areas evidence the high value it places on open space.

There are six major open space areas within the City that are designated as park land. These are the Santa Ana River Corridor, Box Springs Mountain Regional Park, Sycamore Canyon Park, Fairmount Park, Mt. Rubidoux Park and California Citrus State Historic Park. Lake Evans, Lake Mathews and Mockingbird Canyon Reservoir are major water features in or near the General Plan Area which are aesthetically significant but of varying potential for active recreational use.

Major open space linkages, designed to connect activity centers within the City, include the arroyo systems, the golf courses, Springbrook Wash, Gage Canal, Victoria Avenue and the Santa Ana River. A comprehensive trail network covering the entire General Plan Area is also anticipated. Exhibit 52 (Streets and Highways Diagram, *Located in the Map Pocket of this Document*) illustrates scenic boulevards and roadways in urban and rural areas that provide important linkages between and views of Riverside's open spaces.

Key Open Space Issues

Identification of Needs. What kind of open space system is required to meet the present and future needs of Riverside citizens? Planning for this system requires a carefully structured strategy which is long-range in nature, but sufficiently flexible to respond to new ideas and unanticipated opportunities. This requires not only careful selection of numerical level of service standards, but also a detailed evaluation of locational and design needs.



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Funding Mechanisms. What funding mechanisms and priority systems should the City use for open space? The limited availability of funds for public services and facilities requires the full and efficient use of available resources and creative approaches to financing. Funding alternatives must be identified that accommodate existing needs while expanding resources for new growth and development. Capital improvement funds must be carefully targeted as part of a long-range strategy that establishes a clear linkage between initial capital investments, maintenance and management of the open space ecosystems.

Open Space Design and Management. How should the City's open space resources be developed, administered and managed? The City's open space strategy must combine both park acquisition and natural resource preservation. The tasks of operating and maintaining parks and open space requires a sensitivity to the complexity of the overall system with emphasis on accountability and clear direction. In addition, there is a need to encourage innovation and public entrepreneurial approaches to problem solving.

Regional Coordination. How can the City coordinate the provision of park and open space facilities with other public and private entities within the Region? The provision of parks by private developers and other state and local governments presents an opportunity to consolidate overlapping functions to improve operational efficiency and effective service delivery.

Community Character. Riverside has existing natural open space assets that can be planned and managed in a manner which could enhance the City's character for decades to come in a very significant way. Capitalizing on these spaces is a major theme of the "*Quality City*."

Open Space Goals and Policies

Goal OS 1 To create a system of open space areas and linkages throughout the General Plan Area that protects the natural and visual character of the community and provides for appropriate active and passive recreational uses.

Policy OS 1.1 Exhibits 12 (Page III - 18) and 52 (Streets and Highways Diagram, *Located in the Map Pocket of this Document*) identify the location of open space areas and scenic roadways for the City of Riverside. These maps shall be used by the City as guides in preserving and protecting unique and important open space areas and shall be revised periodically to reflect changes in the City's open space areas.

Policy OS 1.2 The City shall consider additions to its planned open space system by evaluating the areas' ability to contribute to the preservation of natural resources, the managed production of



natural resources, the provision of outdoor recreational opportunities, the creation of links between major recreation and open space areas, the creation of boundaries or “edges” between urban areas, and the general protection of the public health, safety and welfare.

- Policy OS 1.3* The General Plan’s Open Space Element shall be used as a basic reference in the preparation of environmental documents for projects reviewed by the City of Riverside.
- Policy OS 1.4* The City shall pursue action programs in cooperation with Federal, State, Regional, County and Special District programs to implement Open Space Element goals and policies.
- Policy OS 1.5* The City should utilize a combination of regulatory and acquisition approaches in its strategy for open space preservation.
- Policy OS 1.6* The City should establish an open space acquisition program that identifies acquisition area priorities based on capital costs, operation and maintenance costs, accessibility, needs, resource preservation, ability to complete or enhance the existing open space linkage system and unique environmental features.
- Policy OS 1.7* The City should develop a program for City acquisition of identified open space land and shall encourage land donations or the dedication of land in lieu of park fees for the acquisition of usable land for public parks, open space, and trail linkages.
- Policy OS 1.8* The City should ensure that areas acquired as part of the Open Space System are developed, operated and maintained to provide the City with a permanent, publicly accessible open space system.
- Policy OS 1.9* Capital Improvement Program projects which affect identified open space areas shall be designed to support these areas’ value as open space.
- Policy OS 1.10* The City should establish an on-going needs assessment program to solicit feedback for users to identify changing needs and standards for the Open Space system.



Policy OS 1.11 The City should recognize the value of major institutional passive open spaces, particularly cemeteries, as important components of the total open space system and protect their visual character.

Recommendations for Implementation - Open Space (OS)

- I-OS 1:* Develop a system for prioritizing the acquisition and improvement of open space based on capital costs, operation and maintenance costs, accessibility, needs, resource preservation, ability to complete or enhance the existing open space system and unique environmental features.
- I-OS 2:* Prepare and periodically update an open space acquisition and improvement plan. This plan should 1) identify and prioritize projected open space acquisition and improvement expenditures; 2) identify proposed funding sources, capital, operations and maintenance.
- I-OS 3:* Acquire proposed open space areas identified in the open space acquisition and improvement plan using the most efficient mechanism that will ensure the land's continuous use as open space. The City should consider the effectiveness of dedications, fee simple purchase, purchase of development rights, transfers of development rights and any other mechanism for securing open space.

7. *Agricultural Preservation*

Citriculture was the mainstay of the City's economic growth for many years, and continues in substantial areas of the City. As discussed in "*Context for Planning*," farmland may be classified as prime farmland, farmland of statewide importance, unique farmland and farmland of local importance (see Exhibit 10 (Page III - 15)). This classification system is heavily dependent on recent or current usage of land for farming. A change in production over time changes the classification of the land. Current land use, production history, parcel size, soil suitability and location also contribute to the potential agricultural significance of any particular parcel. The General Plan considers these additional factors in identifying land which may not have been in agricultural production recently, but may have good soil characteristics and could be put to agricultural use with proper incentives (see Exhibit 11 (Page III - 16)). The General Plan also recognizes that some land presently in agricultural use may not be suitable for long-term preservation of this use because of relatively small parcel sizes, isolation from large blocks of other viable agricultural land, or association with developing planned communities. Examples of such transitional use areas include the southwest corner of Chicago and Pennsylvania Avenues, the Horace Street/Hawarden Drive area, the Orangecrest Community and portions of the Highgrove area.



The protection of agricultural land is strongly supported by the City of Riverside. This chapter of the General Plan recognizes this goal and recommends policies and implementation measures to accomplish it, including designation of planned land uses, application of development regulations, and creation of programs to assist farmers in maintaining agricultural operations, to minimize the impacts on agricultural operations from nearby urban development, and to provide financial support for agriculture.

Key Agricultural Preservation Issues

Identification of Viable Agricultural Land. Areas which are appropriate for long-term agricultural use should be identified through a review of existing land use, soil types, parcel sizes and compatibility with adjacent land uses. City plans and regulations should assist in maintaining these uses.

Protection from Urban Encroachment. Care needs to be taken to provide compatible land uses around planned agricultural areas and to limit the intrusion of inappropriate infrastructure (i.e. major urban utility lines or roadways) as much as possible.

Proactive Support of Agriculture. Policies and programs are needed to encourage and assist in the retention of agriculture as an economically supportable land use in designated areas.

Agricultural Preservation Goals and Policies

Goal A 1 To preserve designated agricultural lands in recognition of their economic, historic and open space benefits and their importance to the character of the City of Riverside.

Policy A 1.1 The Land Use Diagram (*Located in the Map Pocket of this Document*) designates agricultural lands that merit preservation based on their existing or planned use, soil types, parcel sizes and proximity to similar lands. The Plan's Land Use Element, other City regulations and agricultural preservation programs should be used to protect these designated agricultural lands from urban development.

Policy A 1.2 The City shall promote and encourage agriculture as an important industry and as a desirable open space use shaping the character of the entire City and of areas such as Arlington Heights, Woodcrest, Highgrove, Arlanza/La Sierra, and Rancho El Sobrante.

Policy A 1.3 The Land Use Diagram (*Located in the Map Pocket of this Document*) should identify land for retention and encouragement of agricultural use based on consideration of historic



use, soil suitability, agricultural significance, prevailing parcel sizes and geographical associations.

Policy A 1.4

The City shall recognize Agricultural Conservation Areas adopted by Riverside County in planning for future development and possible annexation of areas within the City's Sphere of Influence.

Policy A 1.5

The City shall protect valuable agricultural land from urban development through the use of agricultural zoning districts and other appropriate development regulations, as well as financial and tax incentives.

Policy A 1.6

The City shall encourage property owners to preserve citrus groves and shall implement public programs to provide incentives and other assistance to promote and protect citrus farming on prime agricultural lands.

Policy A 1.7

The City shall consider strategies to enhance the productivity of the local agricultural industry, such as the creation of special electric and water rate structures and the establishment of an interest subsidy program for loans used for fencing, screening and replanting of agricultural lands.

Policy A 1.8

The City should divert no further Gage Canal water permanently from agricultural use unless water from alternate sources of acceptable quality, quantity and cost can be provided. The temporary diversion of Gage Canal water should be permitted but only when not needed for agricultural purposes on any land designated for agricultural use within the historic service area of the Gage Canal. The City should explore the possibility of using or exchanging treated wastewater or other non-potable sources of water for agricultural purposes. Further, the City should seek to restore water of adequate quality, quantity and cost for agricultural purposes to properties designated for agricultural use but no longer entitled to service by the Gage Canal.

Policy A 1.9

The City should establish appropriate public service and infrastructure standards to adequately serve agricultural areas. These standards shall be used in the planning, design, construction and operation of City facilities in areas planned for agriculture use. Other urban level services and facilities, such as wastewater collectors, should not be extended to these areas.



- Policy A 1.10* The City shall coordinate its programs for public acquisition and development of areas for outdoor recreational activity with its efforts to protect land for agricultural use, so the impacts of recreation on agriculture can be minimized and the benefits to the City's open space character can be maximized. Recreational use of land should not interfere with the practice of agriculture and agricultural open space should be recognized as having important passive aesthetic value.
- Policy A 1.11* The City should establish buffers and/or open space between agricultural and urban uses so that negative impacts from urban development, such as automobile emissions, can be mitigated.
- Policy A 1.12* The City shall evaluate various proactive programs for agricultural preservation such as Transfer of Development Rights (TDRs), Purchase Lease Back, University Purchase for Research and Purchase of Development Rights (PDRs) .
- Policy A 1.13* The City shall coordinate its programs to preserve agricultural lands with those of other public, private and non-profit entities organized for this purpose.
- Policy A 1.14* The City shall support alternative allowable uses, such as crop diversification, within historic citriculture areas, where such uses will retain the agricultural use and character of the areas.

Recommendations for Implementation - Agriculture Preservation (A)

- I-A 1:* Continue to use zoning powers to protect valuable agricultural lands identified in the Land Use Diagram (*Located in the Map Pocket of this Document*).
- I-A 2:* Offer incentives for the conservation of valuable agricultural lands identified in the Land Use Diagram (*Located in the Map Pocket of this Document*).
- I-A 3:* Continue to refine water and electrical rate structures to improve the viability of agricultural uses.
- I-A 4:* Refine the interest subsidy program for the fencing, screening and replanting of agricultural lands.



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- I-A 5:* Study the potential for using treated effluent to irrigate agricultural lands.
- I-A 6:* Promote the local citrus industry and citrus related tourism through (a) the development of a tourism marketing plan that incorporates all existing and potential citrus heritage tourism sites and (b) coordination of a major multi-event, multi-cultural citrus festival geared to attracting large numbers of visitors to Riverside and the promotion of citrus products.
- I-A 7:* Allocate funds to provide low interest loans for the planting or replanting of citrus groves on agricultural sites of at least five gross acres of arable land.



COMMUNITY ENHANCEMENT - VI



Section VI — Community Enhancement



This section addresses issues related to the preservation and enhancement of the City's character. It focuses on those aspects of the Riverside community that make it a unique and desirable place in which to live, work, play and do business. Thoughtful attention to community character is essential to achieve the goals of the "Quality City".



A. Community Character Element

“The general plan may include any other elements or address any other subjects which, in the judgement of the legislative body, relate to the physical development of the county or city.” (Government Code Section 65303)

The Community Character Element is designed to support and maintain the community's existing character, to preserve resources that contribute positively to that character, to provide cultural, social and recreational services, and to continue development of Riverside's economy.

Each subsection in this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions or decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

1. Community Character

From its founding in 1870, Riverside has been one of the culturally and economically dominant cities of the Inland Empire. As it grew, it developed a character which today reflects several different periods of development and a variety of economic activities that have resulted in many distinct neighborhoods. This character — a city of diversity and quality — is one of the primary attributes of Riverside which the General Plan seeks to maintain. The preservation and enhancement of Riverside's character is important to the distinctive identity of this community. This distinct identity should continue to contribute to resident satisfaction and community growth. Community character is also essential in the attraction and retention of economic activities in Riverside. It is therefore necessary to establish policies that seek to preserve and enhance a strong community identity for the City.

The creation of urban design guidelines at the Citywide and Community Area levels provides a consistent and supportive development review process, while allowing the specific design regulations to be tailored to meet the needs of individual neighborhoods. Gateway identification, landscaping guidelines, sign controls, and historic preservation regulations help to create an identifiable urban form within the City and its individual neighborhoods. Riverside, for many years, has had strong design review and sign control programs; the General Plan can coordinate these activities with the overall long-range development of the City.

Neighborhoods with strong positive identities help reinforce the City's image as an attractive, secure, comfortable place to live. In newly developing areas, it is important to create neighborhoods that sustain and build upon the existing quality of development in Riverside's long-established neighborhoods.



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The preservation of Downtown Riverside as a first-rate financial and business center of the Inland Empire is also essential to the identity of the City. A safe, clean, vital downtown will prevent loss of businesses and industries to less developed regions of the community and to other communities outside the Inland Empire.

Riverside's character relies on its residential and business communities. The strength and appeal of the City is based on the maintenance of residential neighborhoods and the businesses that supply jobs, goods and services. By integrating the goals and policies for enhancing both its diverse residential neighborhoods and its economic climate, Riverside can build on its regional and national identity as an attractive location in which to work, live and do business.

Key Community Character Issues

Maintaining Identity and Quality in a Region of Rapid Growth. There is concern that Riverside as a distinct, recognizable place could be engulfed by the surrounding urban region. The City needs to build upon its unique physical and cultural attributes to maintain and enhance its distinct image of quality well into the next century.

Provision of a High-quality Lifestyle for Residents. For decades, residents of Riverside have enjoyed their many distinct neighborhoods, as well as the educational, cultural and visual and performing arts afforded by the community. These amenities must not be allowed to lose their significance and should be strengthened to form the basis for an even greater city in the future.

Creation of a Positive Environment for Economic Development. Riverside cannot rely on its past achievements to guarantee a quality city in the future. It needs to preserve and build upon its existing strengths including community facilities such as its parks, museums, visual and performing arts facilities, and libraries to continue its quality growth. In doing so, the City will be able to maintain its economic leadership in the Inland Empire. This economic development must support the City's goals of quality and character, in addition to providing more jobs and fiscal benefits.

Community Character Goals and Policies

Goal CC 1 To use urban design policies to maintain and strengthen the identity of the City of Riverside as a community of character, quality, and diversity.

Policy CC 1.1 The Plan identifies a series of key gateways into the City. These gateways, illustrated in Exhibit 3 (Page II - 5), include entrances from the north at the northerly City limits/County line on North Main Street, west via Highway 60, northeast via Highway 215 and Van Buren Boulevard, east via Highway 60 and Alessandro Boulevard, southeast via Trautwein Road, south via Mockingbird Canyon Road and La Sierra Avenue,



southwest via Highway 91, and west via Arlington Avenue. These entry points define the physical boundaries of the community and emphasize its distinctive character to residents and visitors alike. General Plan policies and implementation measures related to City gateways shall apply to the gateways defined in this policy.

Policy CC 1.2 The City should develop and adopt individual gateway designs for each of the identified gateways, including landscaping, signage and other design elements which are appropriate to the surrounding topography, land uses, and the mode and speed of travel for the particular transportation corridor. Gateway designs should also contain elements related to the Citywide image. Gateway designs should be implemented through City capital improvement projects and through cooperative efforts with Riverside County, State agencies, and the private sector.

Policy CC 1.3 The City should protect and preserve the individual character and historical significance of the various neighborhoods and communities within the General Plan Area through the use of appropriate General Plan policies and land use designations, and through the preparation of area plans for specially designated subareas of Riverside.

Policy CC 1.4 The City should support the retention of existing street trees and should, where appropriate, require developers to supplement these trees with additional landscaping, emphasizing plant material that epitomizes Southern California, particularly citrus and palm trees, in accordance with City landscape standards.

Goal CC 2 To ensure that new private development and redevelopment proposals incorporate urban design features which strengthen the City's image as a high quality urban community.

Policy CC 2.1 Development proposals or public investments in locations included in adopted area plans (Community Plans or Specific Plans) should address the goals, policies and implementation recommendations of these plans in addition to those established in this Community Character section of the General Plan.

Policy CC 2.2 The City should establish design guidelines for new neighborhoods that encourage creative development, but are sensitive



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to the character and context of the surrounding area and the overall City image.

Policy CC 2.3 The City should develop design guidelines for the appropriate use of landscaping and buffering techniques in transitional areas between dissimilar land uses.

Policy CC 2.4 The City should use sign control regulations to ensure that new signage creates effective identifiers that are compatible with the urban design of the surrounding area and in harmony with the area's character.

Policy CC 2.5 Area plans should be created to address the specific concerns of various neighborhoods and communities at a more detailed level than in this General Plan Element; these Area Plans will contain special land use and development policies and include urban design guidelines that will preserve identified scenic views.

Policy CC 2.6 Area Plans should be prepared for major commercial and industrial areas, in order to establish appropriate urban design, circulation and public facility standards for these areas.

Goal CC 3 To preserve the existing character of established neighborhoods throughout the Riverside General Plan Area.

Policy CC 3.1 The City should maintain existing residential densities and enhance the character and quality of existing neighborhoods.

Policy CC 3.2 The City shall promote the maintenance of existing housing of sound quality.

Policy CC 3.3 The City should promote the revitalization and rehabilitation of substandard residential structures within existing stable neighborhoods.

Policy CC 3.4 The City shall endeavor to provide adequate public facilities and services in all neighborhoods of the City, regardless of age or condition.

Policy CC 3.5 The City should support efforts by local neighborhood associations, property owners or others to increase property maintenance and neighborhood improvement.



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Policy CC 3.6 The City should establish neighborhood design strategies to create continuity and compatibility between infill development and those existing neighborhoods where a strong community identity is present. Neighborhood themes may be unique but should have a unifying element which identifies with the entire City as well.

Policy CC 3.7 The City should establish neighborhood design strategies which preserve the sense of time and place of historic residential areas.

Goal CC 4 To sustain and enhance the economic viability and residential livability of Downtown Riverside and its historic role as the cultural, financial and government administrative center of the community.

Policy CC 4.1 The City shall promote rehabilitation and infill development in the Downtown area, for non-residential and residential uses, in accordance with the specific recommendations of the Downtown Community Plan.

Policy CC 4.2 The City should utilize available public resources, financial investments, and other appropriate incentives to support infill and redevelopment in Downtown Riverside.

Policy CC 4.3 The City shall support the creation of a safe and attractive pedestrian environment in the Downtown.

Policy CC 4.4 The City shall support the retention and expansion of existing Downtown businesses and the attraction of new businesses to Downtown Riverside.

Policy CC 4.5 The City shall promote a diverse range of retail and service commercial uses within Downtown to meet the needs of Downtown residents, workers and tourists.

Policy CC 4.6 The City should develop programs and design techniques that will maintain a safe and livable environment in Downtown Riverside.

Policy CC 4.7 The City should encourage the development of high-density residential areas close to Downtown's employment centers, where such development is compatible with existing single family neighborhoods.



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- Policy CC 4.8* The City shall work with and encourage the County of Riverside to retain and expand its primary administrative and judicial functions within Downtown and to develop a unified civic center complex.
- Policy CC 4.9* The City should encourage the development of the Downtown Cultural, Arts and Entertainment District through the development, rehabilitation and expansion of visual and performing arts facilities, live-work housing for artists and art related retail and services.
- Policy CC 4.10* The Central Library should be developed as an anchor in the Downtown and a focal point along Seventh Street as the heart of Riverside's Arts, Culture and Entertainment District.

Recommendations for Implementation - Community Character (CC)

- I-CC 1:* Conduct design competitions to establish design themes for the gateways into Riverside. Coordinate with the local arts community and seek private sector and public assistance for implementation of selected designs.
- I-CC 2:* Develop Area Plans (Community and Specific Plans) to help protect and preserve the individual character and historical significance of various communities within the General Plan Area.
- I-CC 3:* Use design guidelines and landscaping standards to promote the planting of street trees throughout the City.
- I-CC 4:* Develop design guidelines for buffer areas to promote compatibility between dissimilar land uses.
- I-CC 5:* Coordinate with local arts groups to promote the provision of works of art which will be readily available to the public. The City should explore opportunities to provide matching funds or contributions in kind to promote art in public places, particularly in the Downtown area.
- I-CC 6:* Coordinate with neighborhood associations and property owners to identify code enforcement needs in neighborhoods throughout the City.
- I-CC 7:* Tailor Specific and Community Plans to enhance, without significantly altering, the character of stable neighborhoods by promoting infill and redevelopment that is compatible with existing land uses and densities.



- I-CC 8:* Encourage infill and redevelopment of transitional areas that do not disrupt adjacent, stable neighborhoods. This should be accomplished through site design review that focuses activity away from nearby residences and residential streets.
- I-CC 9:* Evaluate options for permit fee or utility rate incentives for redevelopment of the Downtown area.
- I-CC 10:* Provide development information for the Downtown area to the Chamber of Commerce in order to promote a balanced mix of uses and a vital Downtown. Information should be updated as the City issues permits for new or expanded occupancies.
- I-CC 11:* Develop a Downtown Arts, Culture and Entertainment District Plan to help identify, develop, rehabilitate and stimulate cultural and visual and performing arts facilities, within this concentrated area of the community.

2. *Historic Preservation*

Riverside's cultural heritage includes both historical and archaeological resources. Historic sites, structures and natural features throughout the community can enhance the charm of the City, offer opportunities to enrich the City's character and form the cornerstones of successful revitalization efforts. The City has an abundance of historic sites and structures that, if preserved, can help the City attract the people and businesses required to maintain a vibrant Quality City. Historic natural resources also add to the flavor of Riverside. Heritage trees, such as the Parent Navel Orange Tree, The Montezuma Bald Cypress Trees in Fairmount Park, The Palm Grove in Hunter Park, the Native Sycamore Tree in the middle of La Paz Lane, the Horse Chestnut Tree in the Victoria Avenue Median at Mary Street, and the Chicago White Sox Redwood Tree, are strong contributors to the identity of Riverside.

Numerous prehistoric sites have been identified in and around the General Plan Area. Artifacts from past civilizations in the area provide invaluable cultural records of Riverside's history. Archaeological resources are unique, in that they are not readily visible, are typically discovered accidentally by construction workers and require time, expertise and a certain degree of secrecy to excavate and inventory. As a result, their protection requires a unique blend of educational and regulatory efforts on the part of the City.

Through acknowledgement and preservation of Riverside's rich cultural heritage, the image of a Quality City can be achieved. Preservation of significant archaeological and historic resources provides a base upon which to build. Through the integrated formation of goals and policies for these issues, Riverside can preserve and build on its heritage. Historic preservation activities are already a significant function of City Government which includes the support of personnel in both the Historic Resources



and the Development Departments. The City, in addition, works closely with private organizations in the community having particular cultural or historic interests.

Key Historic Preservation Issues

Preservation of Cultural Heritage and Neighborhoods. Historic buildings, sites and natural features must be recognized for the important contribution they make to the total fabric of the City, and they should be protected. Riverside has the opportunity to capitalize on its history and existing character to achieve a unique, quality-oriented future.

Protecting Archaeological Resources. How can the City identify and protect sites of potential archaeological significance? Although a few existing and potentially significant sites have been identified, proper excavation and evaluation requires expertise, time and security. The City should develop means of assuring that potential sites are reported and protected if the population is to benefit from its archaeological resources.

Protecting Natural Resources of Historic Value. The City should identify, maintain and protect the plant and geological resources of historical and aesthetic significance to the community if it is to retain its existing character. Natural resources, such as trees, may be lost to neglect or oversight. The inventory and monitoring of these resources can ensure that they continue to enhance the aesthetics of the City.

Historic Preservation Goals and Policies

Goal HP 1 To preserve Riverside's historic resources as physical reminders of the City's past and as unique focal points to shape the community's identity, now and in the future.

Policy HP 1.1 The City shall continue to promote the preservation of sufficient historic resources, in number and type, to evoke the distinctive character of the City at significant stages in its history.

Policy HP 1.2 The City should, to the extent feasible, continue to preserve historically and architecturally significant buildings and sites throughout the community, including those identified in Exhibits 13 (Page III - 19) and 14 (Page III - 21) of the General Plan.

Policy HP 1.3 The City should continue its comprehensive program for the identification, designation and perpetuation of buildings, sites, areas and objects of historical, cultural and aesthetic value.



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Policy HP 1.4 The City should maintain its objective criteria (historical, architectural, visual, and geographic) as the basis for designating historical resources as Structures of Merit, Landmarks, Neighborhood Conservation Areas and Historic Preservation Districts.

Policy HP 1.5 The City should continue to periodically conduct a comprehensive survey of historic and archaeological resources of the City in conformance with the State survey standards and guidelines and update and publish the resulting Historic Resources Inventory on a regular basis.

Policy HP 1.6 The City should continue to maintain the Historic Resources Inventory as the official listing of historic resources within the City of Riverside and make it an integral part of the land use planning data base used by all City agencies for review purposes.

Policy HP 1.7 The City should continue to promote the designation of eligible resources to the National Register of Historic Places and the establishment of National Register Historic Districts.

Policy HP 1.8 The City should continue to maintain programs and procedures to establish, rehabilitate, enhance and maintain street features such as retaining walls, entry monuments, light standards, and sidewalk patterns, which define historic character.

Policy HP 1.9 The City should continue to address the special problems of historic structures by maintaining special building codes which encourage productive use of such buildings while protecting basic public health and safety needs.

Policy HP 1.10 The City should continue to take advantage of any State or Federal tax incentive programs and grants, as well as local financial incentives directed toward revitalizing historic buildings or maintaining the historic character of an area.

Goal HP 2 To recognize the importance of archeological resources to our understanding of the past and to ensure the identification and protection of those resources within the City of Riverside.

Policy HP 2.1 The City should adopt procedures for the systematic identification of archeological sites and their recordation with the State of California's Archaeological Inventory system.



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Policy HP 2.2 The City should inventory all sites of known archaeological or paleontological significance and use the planning and project review process to address the protection of archaeological resources and the mitigation of any adverse effects on these resources.

Policy HP 2.3 The City should require that upon discovery of Native American burials and settlements during excavation/construction, all construction affecting the site shall cease and the contractor shall contact the City Planning Department. A professional archaeological examination of such sites shall be required. The City shall contact the County Coroner and the Native American Heritage Commission regarding the treatment of human remains and other associated grave-good items.

Policy HP 2.4 The City should educate and inform the citizens of Riverside regarding the identification and preservation of prehistoric resources. Literature concerning the discovery, treatment and preservation of Native American burials shall be updated and made available through the City Planning Department for contractors and other professionals who may be involved in construction activities in the General Plan Area.

Goal HP 3 To recognize natural resources for their cultural and historic value and to identify and protect them.

Policy HP 3.1 The City should continue to inventory its heritage trees and maintain standards to ensure that significant trees are protected through the City's development review process.

Policy HP 3.2 The City should continue to inventory its significant geological features and, where appropriate, incorporate these features into parks and open spaces.

Recommendations for Implementation - Historic Preservation (HP)

I-HP 1: Continue to maintain a program to designate, inventory and preserve valuable cultural and historic resources in Riverside. This program includes:

- a. the continued development of objective criteria for the designation of historical resources in accordance with General Plan Policy *HP 1.4*;
- b. continued provisions for establishing and maintaining a Historic Resources Inventory — this data base, which should be established



in conformance with State survey standards and guidelines, should be made an integral part of development review processes and should be made readily accessible to the public; and

- c. continued procedures to establish, rehabilitate, enhance and maintain street features such as retaining walls, entry monuments, light standards, sidewalk patterns, and other features that define historic character.

I-HP 2: Require the identification of potential archeological resources as part of the development review process. Potential sites should be evaluated for their significance and recorded with the California Archeological Information Center. Potentially significant sites should be protected from adverse impacts of development.

3. *Cultural and Social Services*

The presence of diverse and significant cultural amenities and ample social services contributes substantially to the welfare and health of a community. They help establish the type of community in which people choose to live, work and invest.

Key Cultural and Social Services Issues

Provision of Adequate Basic Social and Cultural Services for All Residents. Riverside's population has certain basic social service needs which should be met to provide a satisfactory quality of life. The provision for these needs should be a first priority if the community is to grow and develop as a Quality City.

The provision of cultural amenities and social services to Riverside's citizens is a challenge requiring coordination between numerous public and private entities; response to ever-changing needs and priorities; and the financing of increasing services, facilities and personnel with constant or declining funds. These services are, however, important aspects of the community. Their accessibility, adequacy and variety are essential components of the livable city that Riverside is, and hopes to remain. The provision of these amenities and services today, and in the future, must be fair, consistent, and fiscally feasible. Riverside will continue to be a developing city with an ongoing commitment to the quality of life of its citizens, where cultural amenities and health and human service needs are recognized and met through a planned range of accessible and responsive services.

The City's residents should have access to a complete health and human services delivery system that affirms the value of the individual and meets the needs of each resident regardless of psychological, sociological, or economic status. It should help people achieve their full participation in society and attain full access to essential health care and human services. While the City of Riverside does not directly provide most of these services, the City can nevertheless support actions to reach



these objectives. City involvement in the provision of these social services may mean the commitment of financial resources and capital investments to coordinate provision of such services with other public sector facilities and services. It may also mean design of land use regulations to provide accessible and appropriate locations for social service providers.

Provision of a Variety of Cultural and Arts Opportunities for the Enrichment of Community Life. Beyond basic human and social needs the Quality City must provide a variety of cultural and arts programs which satisfy a wide range of public tastes and interests.

Long-range planning for cultural and performing arts amenities involves the preservation and enhancement of the City's cultural environment, coordination of cultural and arts programs, the promotion of Riverside's cultural and ethnic diversity, and the encouragement of excellence in local arts and the humanities. The benefits to Riverside of a strong, well-supported cultural community include job creation and retention, broadening of the tax base, increased tourism revenue, and personal enrichment. Important to the success of Riverside's cultural programs are:

- funding for cultural affairs and visual and performing arts programs from a variety of public sources, public/private partnerships, and endowments;
- provision of public and private cultural and arts amenities through new construction and adaptive rehabilitation of historic structure; and
- educational efforts to promote increased public awareness of and participation in cultural and arts activities.

An additional related service is provided directly by the City of Riverside. The City Library system is a significant repository of knowledge for education and enrichment; and is a center for cultural, visual and performing arts, and humanities opportunities. As information technology has changed, the services provided by a library have become more complex and sophisticated; in addition to the books on shelves, libraries must now provide computer links to national databases. Some other services continue to rely on local, branch libraries and their trained staff. Children's reading programs, for example, continue to play an important role in the education of the City's younger residents. The Plan's policies reflect the recent analysis of the library system and professional standards for effective library service provision. They establish targets for the expansion of these services as the City grows, ensuring that new residents will continue to have convenient libraries which provide quality materials and well-trained staff.

The General Plan policies below reflect the City's continuing involvement in, and support for, the varied cultural and visual and performing arts events and facilities which help create a community of diversity.



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Cultural and Social Services Goals and Policies

Goal CS 1 To ensure the provision of basic social services to all residents of Riverside.

- Policy CS 1.1* The City shall support the provision of social services such as child care, vocational training, and group living facilities.
- Policy CS 1.2* The City shall support programs to ascertain, monitor and provide for child care needs.
- Policy CS 1.3* The City shall support the provision of child care facilities for the children of City employees.
- Policy CS 1.4* The City shall support the provision of social, health, and educational services from sites within each community, wherever feasible. Where this is not feasible, public transportation systems should provide access to these services.
- Policy CS 1.5* The City shall assist service providers in distributing information on available social, health and educational services to City residents.
- Policy CS 1.6* The City shall assist in coordinating school facility planning and siting efforts with local school districts and developers.
- Policy CS 1.7* The City shall work closely with school authorities to provide appropriate funding mechanisms for new school facilities, or to allow school districts to negotiate with project developers to minimize project impacts on the school districts.

Goal CS 2 To provide a diverse range of cultural and arts activities for all Riverside residents.

- Policy CS 2.1* The City should encourage private sector support of cultural and arts activities through actions such as creation of joint ventures for the construction or adaptive rehabilitation of cultural and visual and performing arts facilities and the provision of cultural, arts and humanities programs.
- Policy CS 2.2* The City shall continue to actively support its museums, cultural resources and arts programs and to strengthen Riverside's image as a center for the arts.



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Policy CS 2.3 The City shall actively pursue establishment of a state-of-the-art performing arts center in either new or refurbished facilities in an Arts, Culture and Entertainment District Downtown.

Goal CS 3 To enhance the City's image through the creation and placement and presentation of unique art throughout the community.

Policy CS 3.1 The City shall encourage public and private development to provide works of art, visual and performing arts facilities, and/or programs which will be available to the public for its aesthetic pleasure and enrichment.

Policy CS 3.2 The City should encourage the use of visual art in the design of new commercial and industrial developments.

Policy CS 3.3 The City should encourage use of a wide variety of visual and performing art forms to express community and cultural values and to enhance the visual character of the City.

Goal CS 4 To strive to create art in public places that is diverse and of the highest quality; that will reflect the character of the City; that will provide economic benefits to the Downtown; that will improve the quality of life; and that will be a continuing source of pride to all City residents.

Policy CS 4.1 The City should develop a public art program that is intimately integrated into the fabric of the City and reflects a broad range of input by the community and by artists and arts professionals. The program should increase the understanding and enjoyment of public art and increase public awareness and appreciation of arts in the community.

Policy CS 4.2 The City should promote and encourage public art in the Downtown as means of deriving economic benefit and vitality for Downtown businesses and to increase the visual experience for area patrons.

Policy CS 4.3 The City should encourage not only the commission of works of public visual art in the Downtown through an Art in Public Places Program, but also the support and development of visual and performing arts institutions, facilities and programs as a means of increasing activity and pedestrian traffic, stimulating tourism, and deriving economic benefit and vitality for Downtown businesses.



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Goal CS 5 To provide ample and convenient library facilities for the City of Riverside.

Policy CS 5.1 The City should develop sufficient main and branch library locations to serve all residents within a three mile travel distance.

Policy CS 5.2 The City should design branch library facilities to serve between 20,000 and 60,000 persons.

Policy CS 5.3 The City library system, as a whole, should provide two books for each person served.

Policy CS 5.4 The City library system should provide 0.60 square feet per person served, to have sufficient space for storage of books and other resources and for the provision of a full range of related services.

Policy CS 5.5 The City should endeavor to operate the library system in order to have a minimum of eight full time equivalent staff at each branch library and to have each branch library open a minimum of fifty-seven hours per week.

Goal CS 6 To assure that adequate kindergarten through high school educational facilities will be available to serve all new residential development at the time such facilities are needed.

Policy CS 6.1 The City shall work with school districts within its jurisdiction to establish programs to provide needed school facilities on a timely basis; such programs may include imposition of impact fees in conjunction with any approved increase in residential development entitlements.

Recommendations for Implementation-Cultural and Social Services (CS)

I-CS 1: Continue to support programs to compile, maintain and publish lists of social, health and educational services available in Riverside. The lists should include providers of such items as child care, medical assistance, social services, and educational services.

I-CS 2: Designate a City liaison for cultural and visual and performing arts activities. This person could assist local artists or arts groups in presenting their work, obtaining funding and notifying the public of cultural events and activities.



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- I-CS 3:* Evaluate the feasibility, location, development program and funding for a state-of-the-art performing arts center within the Downtown Arts Cultural, Arts and Entertainment District.
- I-CS 4:* Manage the library system to meet the standards established in the General Plan policies.
- I-CS 5:* Develop a broad public art program to increase public awareness and appreciation of the arts including the commission of free standing or architecturally integrated pieces of visual art, the development of visual or performing art facilities or the initiation of visual or performing arts programs. This should be a high profile program, involving professionals in the arts and representatives of the community at large, that results in the display and generation of art in public places, particularly in parks, community gateways and the Downtown area.
- I-CS 6:* Coordinate with University of California, Riverside (UCR), other academic institutions and groups in Riverside involved in the arts to promote cultural, visual and performing arts and humanities in the community.
- I-CS 7:* Create programs, acceptable to the City and the School Districts to implement goals and policies related to provision of adequate kindergarten through high school educational facilities which may require the City to do the following:
- Notify school districts of proposed subdivision projects or development applications early in the review process with time for adequate responses;
 - Request school districts to indicate the level of facilities expected to be available at the time of need to serve development projects requiring discretionary approval;
 - Take into consideration (to the extent allowable by State law), the availability of school facilities at the time of need when making decisions on development applications requiring general plan amendments, community plan updates, specific plans and amendments thereto, zone changes for residential or commercial or industrial uses, and other legislative land use decisions;
 - Consider denial or postponement (to the extent allowable by State law) of applications for development projects which the school districts determine would not have adequate school facilities available to them at the time of need—unless an agreement to provide such facilities is reached between developers and the districts.



- I-CS 8:* Cooperate with the Riverside City schools to integrate the City's visual and performing arts opportunities with the elementary and secondary school programs.
- I-CS 9:* Expand and rehabilitate the Central Library to include facilities and venues to encourage and accommodate visual and performing arts and related activities.

4. Recreation

Public parks and recreation areas are an important and necessary element of the urban community, meeting many of its residents' needs for open space and leisure activities. They also serve as major aesthetic amenities which help to give character and form to the physical environment. Major open spaces can serve as gateways, helping to visually define the scope of the City. As discussed in the Open Space Element and shown on Exhibit 12 (Page III - 18), there are six major open space areas within or immediately adjacent to the City, which are designated as park land. The issues and implementation mechanisms for identifying, acquiring, and maintaining recreation and park areas are discussed in the Open Space Element.

Riverside's park system can be divided into five tiers; each tier serving a different function.

Urban Open Space Parks feature plazas and small open spaces to provide relief in more urbanized areas.

Neighborhood Parks satisfy non-programmed recreational and open space needs at locations within convenient walking distance ($\frac{1}{2}$ mile) of the population they serve (3,000 - 5,000). These parks should typically include approximately ten acres of land. This can be reduced to as little as six acres when the site adjoins school facilities.

Community Parks are intended to meet the recreational and open space needs of the larger community as well as those of the adjacent neighborhoods. Most of a Community Park's service population of 20,000 to 30,000 people should live within one mile of the park. These parks typically should be approximately twenty-thirty acres and include all of the facilities included in neighborhood parks, plus facilities for more structured activities, such as swimming pools, lighted athletic complexes, community centers, rest rooms, parking and group picnic areas.

Citywide Parks serve all the communities of the City by providing major recreational facilities and open space. The City's 1,383 acres of Citywide Parks provide a balance between developed and natural open spaces.



Special Use Sites are generally dedicated to a single use or a group of related uses that serve the entire City. Major sports complexes, golf courses, and hobbyist parks are examples of this type of facility.

As Riverside continues to grow, it should seek to expand and link its recreational services through the creation of new neighborhood, community and special use parks. A total of five-hundred and seventy-one acres of neighborhood park land and two-hundred and eighty-five acres of community park land will be needed to serve the year 2010 population of the entire General Plan Area (both the existing City and adjacent sphere of influence) at the service levels identified in the policies below. Facilities for additional recreational activities, such as bicycling, boating, riding, and swimming, can be developed through innovative policies that encourage planned development projects to incorporate recreational services into their proposals. As proposals are reviewed, identification of linkage opportunities should be addressed. With these measures in place, Riverside can achieve an exciting, integrated system of recreational activities and areas that will serve to strengthen the character and quality of neighborhoods and the City.

Recreation Goals and Policies

Goal R 1 To provide adequate recreational opportunities for all of Riverside.

- Policy R 1.1* The City shall endeavor to provide its residents with an adequate system of neighborhood, community and citywide parks, at levels of service established in this Element of the General Plan.
- Policy R 1.2* The City shall continue to work closely with school authorities in the development, maintenance and joint operation of local school/park sites where it is economically and functionally desirable to do so.
- Policy R 1.3* The City shall place primary emphasis on acquiring, improving and maintaining neighborhood parks throughout the community.
- Policy R 1.4* The City shall endeavor to provide two acres of neighborhood parks per thousand residents. Community Park acreage may satisfy this requirement when appropriately located. Each park should have a service area of approximately one-half mile and serve 3,000-5,000 residents. Freestanding neighborhood parks should have a minimum of ten acres of land that is usable for its intended function. This may be reduced to as few as six acres when the park adjoins school facilities. Exhibit 41 (Page VI - 21) depicts the locations of existing and





LEGEND

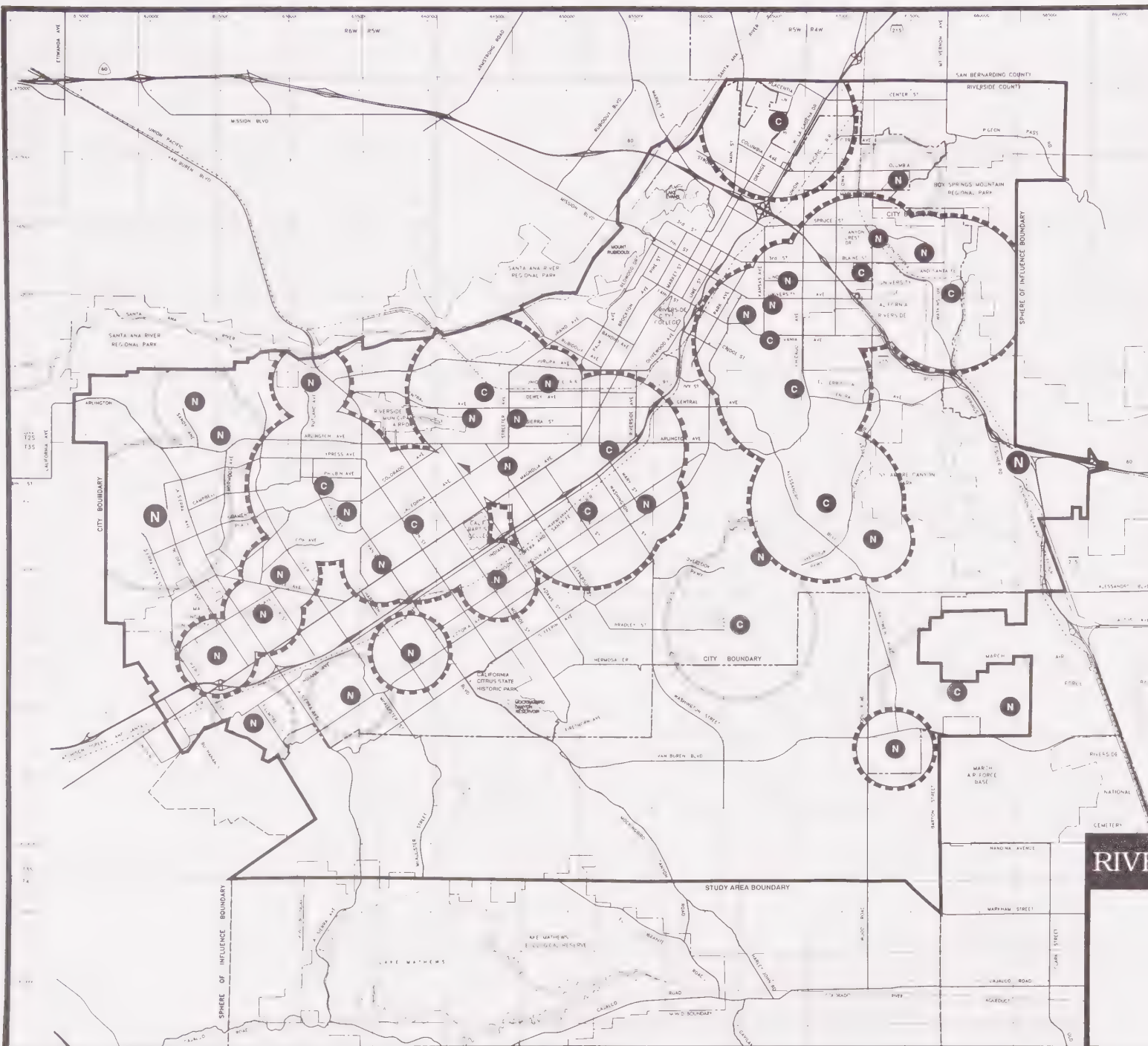
- N** NEIGHBORHOOD PARK
- C** COMMUNITY PARK
- PROPOSED PARK
- SERVICE AREA BOUNDARY

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 41 NEIGHBORHOOD & COMMUNITY PARKS



proposed neighborhood parks and indicates areas served by these parks. The City shall use this exhibit as a guide for future park acquisition.

- Policy R 1.5* The City shall endeavor to provide approximately one acre of Community Park land per thousand residents. Each Community Park should have a service radius of one to two miles and serve approximately 20,000 to 30,000 residents. Freestanding Community Parks should include a minimum of thirty acres of land that is usable for its intended function. Exhibit 41 (Page VI - 21) depicts the locations of existing and proposed community parks and indicates areas served by these parks. The City shall use this exhibit as a guide for future park site acquisition.
- Policy R 1.6* The City should establish standards for the design and construction of facilities at neighborhood and community parks that meet the basic needs of area residents. The City shall provide equitable Citywide distribution of funding for recreational facilities.
- Policy R 1.7* The City should develop affordable recreational facilities that will have strong aesthetic qualities, create a positive recreational environment, facilitate operation and maintenance, and complement the surrounding neighborhoods.
- Policy R 1.8* The City should develop standards regarding the operation, maintenance and renovation of parks and recreational facilities to assure that facilities in all areas of the City continue to provide the full range of services to local residents.
- Policy R 1.9* The City's standards for park design shall address the needs of special populations such as the elderly and the handicapped.
- Policy R 1.10* The City should conduct regular user surveys to evaluate park conditions, user satisfaction, and the changing recreational needs of the community.



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Goal R 2 **To preserve, restore, enhance and maintain the integrity of the significant historic parks which are essential elements of Riverside's historic, cultural and horticultural heritage, including Mt. Rubidoux, Carlson, Fairmount, White and North Parks.**

Policy R 2.1 The City should recognize the historic design integrity of its significant historic parks and respect that integrity when planning for their future development and maintenance.

Goal R 3 **To establish an integrated system of scenic routes, trails and paths throughout the General Plan Area.**

Policy R 3.1 The City shall cooperate with the County in designing and operating a regional trail system which provides access routes between major Open Space areas. The general locations of proposed trails in this regional network are depicted on Exhibit 42 (Page VI - 24).

Policy R 3.2 Exhibit 52 (Streets and Highways Diagram, *Located in the Map Pocket of this Document*) identifies scenic roadways in the General Plan Area. The City should develop systems of markers or other identifiers to designate these corridors.

Policy R 3.3 The City shall consider designation of additional corridors to include additional routes of historic, scenic or aesthetic value and to include all principal landscape and topographical type areas within the scenic corridor system.

Policy R 3.4 The City shall consider designating additional routes which connect places of historic and cultural interest as part of the scenic corridor system.

Policy R 3.5 The City should use specific design standards for transportation facilities within designated scenic corridors in order to complement and enhance the scenic character of the area to be traversed.

Policy R 3.6 The City should develop guidelines for the inclusion of street trees, pedestrian walkways, bicycle lanes, signage and lighting along designated scenic corridors, so as to enhance the scenic or historic value of the corridors.

Policy R 3.7 The City should establish a "Round the City" scenic route.





LEGEND

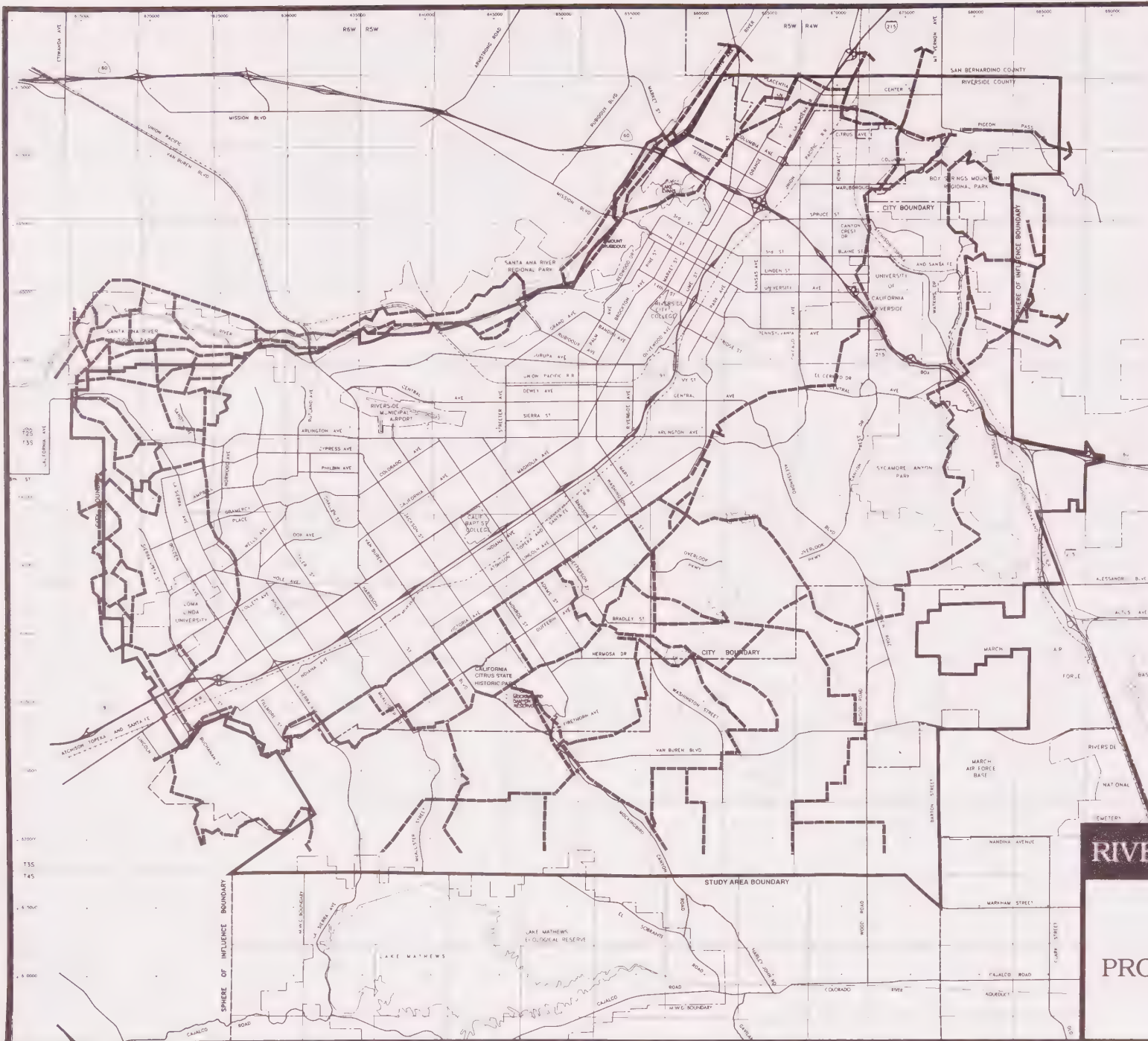
--- CITY TRAIL

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 42 PROPOSED TRAIL SYSTEM



Goal R 4 **To adaptively reuse and rehabilitate, where appropriate, historic resources as recreation and community centers.**

Policy R 4.1 The City should recognize the important roles that schools, churches and similar institutional sites have historically played in the growth and development of neighborhoods and communities. The City should support adaptive reuse of these resources as recreational facilities where desirable and practical.

Recommendations for Implementation - Recreation (R)

- I-R 1:* Continue to add park land and park facilities to serve the population in accordance with the standards established in the recreation policies.
- I-R 2:* Periodically survey the public to determine the City's recreation needs and evaluate the park system's ability to meet those needs.
- I-R 3:* Continue to expand and integrate the City's system of scenic routes, trails and paths with other surrounding regional trails. Establish linkages between City and County parks and open spaces.
- I-R 4:* Adopt design guidelines for scenic corridors throughout the General Plan Area. These guidelines should address signs, corridor markers and landscaping.
- I-R 5:* Discourage inappropriate development proposals at or near existing and proposed parks unless acceptable alternatives for design or park location are clearly identified.

5. *Economic Development*

There is a need for vigorous, proactive economic development planning in Riverside, especially in the face of the many changes in the world, national and state economies in recent years. The following statements describe the economy desired for Riverside in 2010:

- Riverside should have an economy that is vibrant yet stable — one that will promote economic opportunity and prosperity for all citizens.
- Riverside should promote an economy that encourages and engages the basic human capacity for creative, productive work. Such an economy is alive with possibility, both in the sense of openness to the participation of all citizens and in the sense of providing equitable and satisfying rewards for that participation.



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- Riverside should have a diverse structure of economic activity, one which provides a wide range of economic opportunities for its citizens while insulating the City and its residents, to the greatest extent possible, from the negative personal and community consequences of externally determined boom and bust cycles.
- Riverside's economy should help the community preserve and enhance its high quality of life and environment.

Key Economic Development Issues

Quality of Life. How can the City protect and improve the quality of life for all citizens? To remain an attractive location for both residents and employees, it is essential that Riverside's quality of life be maintained and, where possible, enhanced. Riverside's ability to provide basic services and to protect its natural resources, arts and cultural amenities will affect its quality of life. To preserve a high quality of life, it is important that all citizens (including the disadvantaged) share in the benefits of it. At the same time, it is important that basic services be delivered in the most cost effective and efficient manner to maintain competitive tax rates. The challenge is to achieve a reasonable balance among these concerns.

Fiscal Condition. How can the City grow and develop to ensure its sound fiscal status? The City's financial health is dependent upon a sound tax base, sufficient revenues from other diverse sources, and efficient public purpose expenditures. Economic development depends both upon the City's ability to fund public infrastructure and services and on its competitive tax and utility rates. The City will need to encourage growth which will maintain or improve its fiscal condition.

Education/Training. How can Riverside ensure the availability of quality educational facilities and programs that will address the needs of all segments of its population and economy? The strength of Riverside's future economy depends upon matching the labor needs of new and existing firms with the skills of Riverside's workers. A well trained labor force is an important factor in any firm's locational decision. Riverside's high schools and Riverside Community College should be recognized as having an important role in providing quality vocational training in addition to academic education. As Riverside's economy becomes more diversified, education and training programs should also change to help its work force adapt and maintain competitiveness.

Retention and Expansion of Existing Businesses. How can Riverside's existing businesses be strengthened? Future economic development will be strongly affected by the vitality of existing businesses. Encouraging the retention and expansion of those businesses will require a city government that is a model of efficiency and which actively participates in positive public/private economic development partnerships. It will also require the development and maintenance of appropriate



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programs, infrastructure, incentives, regulations and public services to ensure that the cost of doing business in Riverside is reasonable.

Disadvantaged Workers. How can the City's growth improve the economic situation of disadvantaged workers? Disadvantaged workers are not only those residents who are physically or mentally impaired, but also those who are unemployed or underemployed. Community development strategies which focus on areas with large concentrations of disadvantaged workers are both appropriate and needed.

Entrepreneurship and Expansion of Small and Minority Businesses. How can the City stimulate entrepreneurship and enterprise formation in its economy, particularly for minority-owned and small businesses? Capital is needed in order to enhance the viability of minority-owned businesses. Also, it is important to continue to support efforts towards increased minority-owned business formation.

Decision Support System. How can the City provide both the private sector and the public sector with information necessary to support and promote economic development? The economic challenges of the future are likely to require consensus-oriented, cohesive and concerted strategic action if success is to be achieved. Successful strategic planning and action, in turn, will require a robust, relevant and continuously updated information base and management system.

Diversification. How can Riverside support a diverse economy which will ensure stability while providing quality job opportunities for its citizens? Diversification of the Riverside economy could play an essential role in providing job opportunities for its citizens that would buffer downturns in any particular employment sector.

Targeted Industrial Recruitment. How can Riverside target and recruit firms that will allow it to maintain a high quality of life, broaden its economic base and provide quality jobs? New strategies should address the entire range of firms for recruitment, while targeting efforts to companies that are the best match for Riverside's future economic and employment base. Recruitment strategies should focus on firms which can provide a full range of quality jobs for Riverside while preserving its cultural and environmental amenities. The preservation and promotion of a quality environment is most important because a firm's decision to select Riverside over competing communities with similar business amenities can be based simply on what the decision maker thinks of the City as a total community—would the company president want to live here?



Economic Development Goals and Policies

Goal ED 1 **To promote a strong, balanced economy for Riverside, with an economic climate supportive of existing businesses and industries and attractive to new and relocating firms.**

Policy ED 1.1 The Plan's Land Use Diagram (*Located in the Map Pocket of this Document*) designates sufficient non-residential land at intensities necessary to accommodate the City's projected employment in 2010. The diagram should not be amended to reduce the availability of non-residential land below levels needed to support projected non-residential development during the Plan's time frame.

Policy ED 1.2 The Plan's Land Use Diagram (*Located in the Map Pocket of this Document*) provides a range of non-residential development intensities and locations which will accommodate a wide range of economic activities. The Plan should be evaluated periodically to ensure that the City maintains an adequate supply of viable areas planned for non-residential use.

Policy ED 1.3 The City should designate new employment centers and areas for industrial expansion appropriate for non-polluting, energy efficient land uses, including light industrial and office/research parks.

Policy ED 1.4 The Plan's Land Use Diagram (*Located in the Map Pocket of this Document*) designates areas for non-residential activity centers near future transit stations and at other appropriate locations along major transportation corridors, to support efficient use of the transportation systems and to encourage use of alternative transportation modes. These areas should continue to be used for non-residential or mixed use developments.

Policy ED 1.5 The City shall coordinate with the University of California at Riverside to provide for the continuing expansion of this major employer and public institution.

Policy ED 1.6 The City shall use specific plans, development regulations, public incentives and other measures to promote economic development activities which benefit from, and which in turn contribute to, the priority research specialties of the University of California and other colleges and universities in the City.



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Policy ED 1.7 The City shall cooperate with private entities and quasi-public entities, such as the Chamber of Commerce and Economic Development Partnership, in order to develop data support systems, attract new industries, stimulate enterprise zone development, target new developments, and to encourage employment opportunities for minorities and disadvantaged persons.

Policy ED 1.8 The City shall support job training programs designed to improve employment opportunities for Riverside residents.

Policy ED 1.9 The City should support the retention of existing Riverside businesses through cooperative programs with other public, private and quasi-public organizations.

Goal ED 2 To provide direction, purpose and a climate for combined public and private investment which will result in benefits to the community as a whole.

Policy ED 2.1 The City should encourage, promote and assist in the development and expansion of local commercial and industrial facilities; increase local employment; and improve the economic climate within redevelopment project areas.

Policy ED 2.2 The City should, in conjunction with regional and state economic and employment agencies, identify and initiate economic and employment generating programs and projects.

Policy ED 2.3 The City shall encourage tax base expansion to help ensure adequate funding for public services and facilities.

Policy ED 2.4 The City should provide financial incentives (such as low interest loans) to businesses to upgrade their facilities.

Goal ED 3 To create a local visitor-based economy by capitalizing on Riverside's historic landscape of distinguished buildings and places, its still active citrus groves and its vibrant diverse cultural programs.

Policy ED 3.1 The City's historic, natural, horticultural and built environments should be protected as part of the City's efforts to promote tourism and related economic development. Signage and graphics, as well as tourist-oriented public transportation, should be developed and coordinated to facilitate access to and enhance appreciation of these resources.



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- Policy ED 3.2* The City should encourage and facilitate the preservation and adaptive reuse of historic commercial structures and districts to strengthen its tourism industry.
- Policy ED 3.3* The City should place a high priority on the restoration, rehabilitation and enhancement of the historic civic structures in the heart of Downtown along Seventh Street to reflect the historic urban design concept that defined Riverside's urban focus in its early days and that attracts the interest of tourists.
- Policy ED 3.4* The City should place a high priority on the development and enhancement of its cultural, and visual and performing arts facilities, programs and institutions.

Recommendations for Implementation - Economic Development (ED)

- I-ED 1:* Continue to maintain and enhance the data base of major employers in Riverside. Coordinate with the Chamber of Commerce and Economic Development Partnership to conduct a business retention survey that will identify the needs of all major employers.
- I-ED 2:* Continue to designate primary contacts within the Planning, Development and Public Works Departments to support Economic Development Partnership and the Chamber of Commerce in their efforts to retain and attract major employers.
- I-ED 3:* Continue to coordinate with local, regional and State economic development and employment agencies, local employers, and local educational agencies to develop a labor force that will continue to serve existing employers and attract new employers. This will involve identifying existing labor needs both within the community and throughout the regional, state, national and international economies; identifying the strengths and weaknesses of the local labor force; and developing programs to train the existing and future labor force to meet the diverse needs of existing and potential employers in Riverside.
- I-ED 4:* Continue to coordinate with regional and State economic development agencies to identify the full range of mechanisms for attracting employers to Riverside, such as: tax incentives, low interest loans, reduced fees, reduced utility rates, and site acquisition assistance. Conduct the necessary processes (ordinance adoption, resolutions, agreements) to enable the City to offer a broad range of incentives to potential employers in a timely manner. Prior to offering fiscal incentives to potential employers, the City shall evaluate the costs of those incentives versus the benefits provided by the potential employer.



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- I-ED 5:* Continue to coordinate with the University of California, Riverside to promote economic development activities that benefit from and contribute to UCR's priority research specialties.
- I-ED 6:* Establish the professional management of the Cultural, Arts and Entertainment District; to place the arts at the center of the City's marketing and tourism program; to ensure continued programming of Seventh Street as the "stage" within the Cultural, Arts and Entertainment District; and to develop the full potential of the arts as an economic revitalization tool.





GROWTH MANAGEMENT - VII



Section VII — Growth Management



This section contains four of the State-mandated elements of the General Plan: Land Use, Public Safety, Transportation and Noise. It also incorporates the City's adopted Housing Element and summarizes its goals and policies.



A. Land Use Element

The Land Use Element “designates the proposed general distribution and general location and extent of uses of land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land, ... [includes] a statement of the standards of population density and building intensity recommended for various districts and other territory covered by the plan ... [and identifies] areas covered by the plan which are subject to flooding ...” (Government Code Section 65302.(a)).

Open space, agriculture, and natural resources issues are also discussed in the Conservation section. Recreation and education issues are also addressed in the Community Enhancement section. Lands subject to flooding are discussed in the Public Safety Element and are identified in Exhibit 7 (Page III - 9).

Each subsection of this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions on decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

1. Land Use

The Land Use Element is designed to plan sufficient land for commercial, industrial, residential and public uses to meet the needs of the growing community; locate these uses appropriately to enhance community character; preserve important natural resources; and enable the City to efficiently provide adequate public services to the future community. This Element includes the Land Use Diagram (*Located in the Map Pocket of this Document*) which indicates future land uses for all locations within the General Plan Area. This Element also establishes policies to provide for water, wastewater treatment, and storm drainage facilities, as well as solid and hazardous waste management.

Key Land Use Element Issues

Accommodation of Growth in Accordance with Community Goals. The Land Use Element establishes a planned pattern for the development of the City for the next twenty years, and beyond. It reflects the City’s historical development patterns and the new development occurring today. It also provides a long-range vision of the types of future developments which may enrich the lives of Riverside’s citizens. The Element provides an overview of what Riverside should become in the years ahead and acts as a guide for informed decision-making in development matters.



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Development Guidance. The Land Use Element provides direction for developing individual properties according to the community's vision for its future. As a result, these individual developments should fit into the overall development pattern described in this Plan.

Timing. Following a plan, the City can establish programs to achieve its goals in a logical, incremental and efficient manner. This Element provides the basic blueprint for growth over the next twenty years; the City can use it as the basis for implementation programs to stage and time the construction of public facilities.

Community Viability. One of the primary strengths of Riverside is its varied, high quality, and livable neighborhoods. The General Plan recognizes the importance of these neighborhoods and uses them as the basic building blocks for the land use plan of the entire City.

Airport Impact. The Riverside Municipal Airport is a significant public facility. Due to its location, it affects a large, urbanized part of the City. It is vital that land uses around the airport be designated and arranged so that this facility can fulfill its existing and planned function in the community with as few negative effects as possible.

Preferred Land Use Scenario

In evaluating alternatives for the growth of this community, several land use patterns or scenarios were considered. Following discussion by the Citizens' Advisory Committee and an analysis of the primary Plan Alternatives, a Preferred Alternative was selected and endorsed by the City Council. This alternative, known as the "Quality City", is depicted graphically in the Scenario diagram shown in Exhibit 39 (Page IV - 26); its major land use characteristics are listed in Exhibit 38 (Page IV - 24).

The Scenario diagram provides a highly generalized depiction of the intensity of development planned for the General Plan Area. This diagram is not to be confused with a depiction of either future zoning or the Land Use Diagram (*Located in the Map Pocket of this Document*). It utilizes five development intensity classes, each of which is described below.

Rural/Non-Urban identifies land which is to be retained for the lowest intensities of development. Large residential lots, agriculture and open space uses all characterize this type of development.

Semi-Rural/Low Intensity Urban is intended primarily for large lot residential uses. It also encompasses some very limited types of commercial, institutional, and recreational uses, largely in support of the adjacent residential community. Residential development consists primarily of single family lots of one-half acre or larger.



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Moderate Intensity Urban provides for the typical urban single family residential densities, generally four to eight units per acre. Relatively low density apartment projects and neighborhood shopping centers also are consistent with this category, as are neighborhood scale institutional uses and neighborhood or community parks.

High Intensity Urban provides for a full range of residential developments, including apartments. Commercial and industrial uses, such as regional shopping centers, professional and business offices, manufacturing facilities, and institutional uses, are also consistent with this category.

Downtown Core is the final class used in the Preferred Plan Scenario. This designation, used in the existing Downtown area and in areas planned for Downtown expansion, provides the highest intensity of development in the General Plan Area. A wide variety of uses, including high density office, residential, government, cultural, visitor commercial and institutional activities, are compatible with this class. More intense FAR ranges shall be provided in the Downtown Subarea which is in keeping with the “*Quality City*” vision statement and major planning concepts.

This scenario, and the General Plan Concept Diagram shown in Exhibit 3 (Page II - 5), establish the broad framework for future development in Riverside. They depict the general intensity of development to be anticipated in each area, and identify important focal points around which each neighborhood can grow.

General Plan Land Use Diagram

Beginning with these conceptual presentations of future development intensity areas, a more detailed analysis of existing and planned development was completed to prepare a detailed Land Use Diagram. The Land Use Diagram, Exhibit 43, is found in the map pocket at the end of the General Plan document. It shows the specific land use categories that apply to all lands contained within the General Plan Area. This diagram, together with the goals and policies contained in the General Plan text, establishes the City’s policy direction and acts as a guide for decisions affecting the City’s future development. The official copy of this diagram is on file in the City Planning Department; it provides the definitive reference for use in determining precise land use designation boundaries.

Exhibit 44 (Page VII - 6) lists the land use categories used in this Land Use Diagram (*Located in the Map Pocket of this Diagram*). In each case, the exhibit gives a name and numerical identifier for a land use category. This exhibit highlights the principal uses anticipated in each category. For most categories, these fall within one of the major use types: residential, commercial, industrial, public or non-urban. There are, however, certain categories, used in the Downtown and at selected other locations, that provide for a mix of these use types. The range of uses anticipated in each category are described in greater detail below.



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Exhibit 44: Land Use Categories¹

#	Designation	Typical ² Density/Intensity	Maximum ³ Density/Intensity	Policy Intent ⁴
Residential				
1	Agricultural and Rural Residential	.20 DU/ACRE	.20 DU/ACRE	Associated single family residential use on large agricultural/citrus holdings/open parcels
2	Hillside Residential	.20 DU/ACRE	.63 DU/ACRE	Residential development in hillsides with slopes over 15%
4	Estate Residential	1 DU/ACRE	2.50 DU/ACRE	Single family, low density residential development
5	Semi-Rural Residential	1.50 DU/ACRE	2.50 DU/ACRE	Single family residential with livestock on premises; rural character.
6	Low Density Residential	3 DU/ACRE	5 DU/ACRE	Single family houses on moderately large lots.
7	Medium Density Residential	4 DU/ACRE	6.50 DU/ACRE	Single family houses on standard urban lots.
8	Medium High Density	12 DU/ACRE	15 DU/ACRE	Predominantly low density apartments, duplexes, or cluster development.
9	High Density Residential	20 DU/ACRE	25 DU/ACRE	Apartments.
Commercial/Industrial/Office				
10	Retail Business and Office	.30 FAR	.50 FAR	Moderate intensity office, indoor commercial uses and visitor commercial.
11	Service Commercial	.15 FAR	.30 FAR	General office and retail uses developed to only moderate aesthetic standards.
12	Commercial Centers	.40 FAR	.50 FAR	Regional, Community and Neighborhood Shopping Centers.
13	Automotive Park	.30 FAR	.35 FAR	Concentration of motor vehicle sales and service.
14	Industrial/Business Park	.40 FAR	.50 FAR	High quality businesses and industry - strict design standards.
15	Light Industrial	.20 FAR	.50 FAR	Includes uses such as less intensive manufacturing and warehousing (17.4 emp/ac.)
16	General Industrial	.25 FAR	.50 FAR	Includes such uses as construction yards, heavy manufacturing and factories (7.6 emp/ac.)
17	Low Rise Office	.50 FAR	.50 FAR	One to three story professional office (114 emp/acre).
18	Mid-Rise Office	1.15 FAR	1.50 FAR	Four to six story professional office (250 emp/acre).
Non-Urbanized/Community Support				
19	Public Parks	NA	NA	Publicly owned and managed open space and recreation facilities.
20	Other Recreation	NA	NA	Includes private and public golf courses, equestrian centers, and health clubs
21	Agriculture	.20 DU/ACRE	.20 DU/ACRE	Land designated for agricultural production.
22	Natural Resources Open Space	NA	NA	Environmentally sensitive open space that includes hillsides, arroyos and wildlife habitat
23	Public Facilities and Institutions	NA	NA	Includes educational facilities, fire stations, libraries, and hospitals
Mixed Uses				
24	Mixed Use Residential	40 DU/ACRE	Unlimited	Predominantly residential apartments with some office and retail
25	Mixed Use Office	2.00 FAR	4.00 FAR	Predominantly office and commercial with some residential use

Notes

NA:

Not Applicable

¹ Within the Downtown Inset area of Exhibit 43 (Located in the Map Pocket of this Document) westerly of the Riverside 91 Freeway, the typical and maximum FAR intensities shall be 2.0 and 5.0 respectively. Developments in excess of six stories may be appropriate, particularly in high intensity areas such as Downtown, as determined by the variance or zoning process.

² Land uses which have a lower density or intensity than that indicated as "typical" are nonetheless deemed as consistent with the General Plan. Typical - Those densities which are likely to be achieved through normal development.

³ Maximum densities may be exceeded pursuant to State housing law.

⁴ This chart highlights primary uses anticipated in each category; the detailed descriptions of land use categories on the following pages provide complete explanations.



Each land use category establishes an allowable range of development intensity. For residential categories, this intensity is expressed in terms of Dwelling Units per Acre (DU/A); for non-residential uses, the intensity is expressed in terms of a Floor Area Ratio (FAR). Calculation of these intensities is illustrated in Exhibit 45 (Page VII - 8).

For residential land use categories, population density is calculated by considering density (DU/A) and 2010 household size. Varying household size assumptions were used to reflect the typically smaller households in higher density residential units. Overall, the household size averaged 2.58 persons per household, comparable to SCAG's estimated 2010 household size for Riverside of 2.55. These figures are somewhat lower than the 1990 census average of 2.82 people per dwelling unit to reflect continued declines in household size.

Exhibit 44 (Page VII - 6) lists a typical development intensity and a maximum development intensity for each land use category. The typical intensity reflects the actual overall level of development expected to occur in these areas. The City may approve projects reaching maximum densities or intensities when those projects reflect exceptionally high quality planning and employ strict design standards. Such projects will be proposed through rezoning to a Planned Residential Development (PRD) zone or through other similar processes. In accordance with State law, density bonuses for eligible affordable housing projects will be added to the maximum densities permitted in Exhibit 44 (Page VII - 6). In exceptional cases, maximum FAR's may be exceeded (See Policy 40.9). Land uses which have a lower density of intensity than that indicated as "typical" are nonetheless deemed as consistent with the General Plan.

The Land Use Diagram (*Located in the Map Pocket of this Document*) identifies five geographic areas for which Specific Plans are currently being prepared. The General Plan will be amended as necessary to adopt these specific plans. The areas currently under study include the "River Ranch" property and the La Sierra University campus (both in the La Sierra Community), as well as the industrial and Public Utilities Department lands of the Northside Community. Until these new specific plans are adopted, the land use categories shown on the Land Use Diagram, reflecting present City policy, apply to these areas. With regard to land located within an area affected by an existing approved Specific Plan, the General Plan shall not be interpreted to apply or impose development restrictions, conditions or standards different than or in addition to those restrictions, conditions or standards found within the applicable approved Specific Plan.



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Exhibit 45: Calculation of Development Intensity and Density

Non-residential Intensity Measured as a Floor Area Ratio (FAR):

$$\text{FAR} = \frac{\text{Square Feet of Floor Area}}{\text{Square Feet of Site}}$$

For example:

$$\text{FAR} = \frac{20,000 \text{ square feet. Floor Area}}{80,000 \text{ square feet. Site Area}} = 0.25$$

Residential Density Measured as Dwelling Units per Acre (DU/A):

$$\text{DU/A} = \frac{\text{Number of Dwelling Units}}{\text{Number of Acres of Site}}$$

For example:

$$\text{DU/A} = \frac{100 \text{ Dwelling Units}}{25 \text{ Acres}} = 4 \text{ DU/A}$$

Land Use Categories

The Land Use Diagram (*Located in the Map Pocket of this Document*) utilizes twenty-five (25) land use categories. These land use categories are organized according to four primary land use types: Residential, Non-Residential, Non-Urban/Community Support and Downtown Core. The individual categories are described below. The Land Use Diagram graphically depicts the community's current perception of where various uses should be located over the life of the General Plan. The Land Use Diagram may be revised periodically to reflect changed City policies and conditions; revisions to the Land Use Diagram occur by amending the General Plan.

The land use categories do not necessarily reflect current zoning. The official City Zoning Map is a separate document that depicts the current zoning of all land in the



City of Riverside. Adoption (or amendment) of the Land Use Diagram does not change the zoning of any property.

Residential

Residential land use categories apply to land that is primarily used for residential purposes. The density of residential developments is expressed in dwelling units per gross site acre. Clustering and other techniques may be used within any one of these land use categories, as long as the overall project density remains within the allowable range. Lower density residential property may provide for agricultural uses; recreational uses such as golf courses may also be proposed within residential categories.

Agricultural and Rural Residential. This category allows for large lot single family residential development in association with continuing agricultural uses and on largely undeveloped land. It also provides for clusters of residential units within areas maintained for agricultural or open space use. Under this category, residential developments do not exceed 0.2 dwelling units per acre (one unit per five acres).

Hillside Residential. This category allows for residential development on hillside parcels which generally have natural slopes of 15% or more. Typical densities for this category are 0.5 DU/AC to a maximum of 0.63 DU/AC for parcels having average natural slopes of 15-30% and typical densities for parcels having an average natural slope of 30% or greater is 0.2 DU/AC to a maximum of 0.5 DU/AC¹.

Estate Residential. This category provides opportunities for the creation of single family estate neighborhoods, with low development densities maintained, but with design standards used to ensure high quality development. Development can occur at up to 2.5 dwelling units per acre, although typical development is at a density of one dwelling unit per acre. Urban levels of service should be provided as development occurs in these areas.

Semi-Rural Residential. A somewhat rural character is preserved in residential areas developed under this category even though the typical density (1.5 DU/A) is slightly higher than for Estate Residential. The rural character of these areas includes the ability to keep livestock as an ancillary use on residential parcels. The density of development under this category is a maximum of 2.5 dwelling units per acre. Most urban services should be planned for these areas, although the desired rural character may dictate the use of different standards for such features as street improvements.

Low Density Residential. Single family residential development at typical densities of 3 DU/A (to a maximum of 5 DU/A) is permitted under this category. Urban development standards apply and urban services should be provided as development occurs in these areas.

¹ Densities greater than the typical can be considered under a planned residential development application. Where existing or proposed parcels have an average natural slope of 30% or greater, maximum densities will be difficult to achieve.



Medium Low Density Residential. This category provides for single family residences at 4 dwelling units per acre, with a maximum density of 6.5 dwelling units per acre in planned developments of superior design. Urban development standards apply and urban services should be provided as development occurs in these areas.

Medium High Density Residential. The typical density in this category is 12 DU/A. The category provides for duplexes, attached residential units, garden apartments, and other similar planned residential developments. The maximum residential density is 15 dwelling units per acre under this category. Urban development standards apply and urban services should be provided as development occurs in these areas.

High Density Residential. This category is used to denote the highest residential densities permitted outside the Downtown area, with a typical development density of 20 DU/A. This category is primarily intended for higher density multi-family developments, such as apartments and condominiums. The maximum density for this category is 25 dwelling units per acre. Urban development standards apply and urban services should be provided as development occurs in these areas.

Non-Residential

These land use categories identify areas planned for office, retail commercial and industrial use. These categories contain typical and maximum floor area ratios (FAR) which indicate the intensity to which a property may be developed. A FAR of 1.0, for example, would indicate that a site is developed with one square foot of building for each one square foot of land area. Due to required setbacks and parking areas, typical commercial, office or industrial development in Riverside rarely reaches an FAR of 1.0 unless structures exceed three stories. Urban development standards apply and urban services should be provided to developments in each of the following categories.

Retail Business and Office. This land use category allows for retail shops, services and other similar commercial development intended to serve an adjacent neighborhood. It also provides for low to moderate intensity office uses and for some visitor-serving commercial development. The typical development intensity for this category is a 0.3 Floor Area Ratio (FAR); the maximum development intensity is a 0.5 Floor Area Ratio (FAR). In the Downtown Subarea, the average development intensity is a 2.5 Floor Area Ratio (FAR); the maximum development intensity is 5.0 Floor Area Ratio (FAR).

Service Commercial. This category provides development opportunities for convenience stores, service stations and other “heavier” commercial uses that tend to be on independent sites and in locations less sensitive to aesthetic concerns. Limited outdoor activities and wholesaling are also permitted. The typical FAR for this category is 0.15; the maximum FAR is 0.30.



Commercial Centers. This land use category is used to indicate locations for major retail shopping centers, such as neighborhood and community shopping centers and regional malls. Developments in this land use category have a typical development intensity of 0.40 FAR and a maximum development intensity of 0.50 FAR. Project design guidelines support developments with consistent building design and with site plans which coordinate landscaping, site access and parking.

Automotive Park. A concentration of motor vehicle sales and services occurs in this category. It is used in only two locations in the Riverside General Plan Area — the Riverside Auto Center and the proposed Motor Faire in the Sycamore Canyon Business Park area. The typical FAR for this development is 0.30; the maximum FAR is 0.35. Development standards in these areas should support continuing auto-related development.

Industrial/Business Park. High quality business and industrial parks are included in this development category. Strict design standards are applied to these developments, with a typical FAR of 0.4 and maximum FAR of 0.5.

Light Industrial. This land use category is intended for a variety of lighter industrial uses. These uses typically involve fewer impacts on the surrounding areas, in terms of noise, fumes, nuisances and hazards, than do the uses described under General Industrial. They include such uses as warehousing, wholesale sales and distribution, and light manufacturing. Some related office uses also occur in this use type. While the nuisance impacts of these industrial uses are not as great, the impacts on infrastructure may be higher because these Light Industrial uses may have a relatively high number of employees per acre. The typical FAR for Light Industrial is 0.2. The maximum FAR for Light Industrial is 0.5.

General Industrial. This land use category allows for a relatively wide range of industrial uses, including heavy manufacturing, construction yards, and support retail commercial. These uses may have safety, nuisance or environmental effects which make them undesirable neighbors to residential areas. They should also be located near or adjacent to major transportation facilities (such as rail lines and freeways). Design standards focus on minimizing the effects of these uses on surrounding development. There are typically fewer employees per acre in General Industrial developments than in Light Industrial or Industrial/Business Park areas. The typical FAR for General Industrial is 0.25. The maximum FAR for General Industrial is 0.5.

Low Rise Office. This category allows for office developments of one to three stories, with a typical (and maximum) FAR of 0.50. This office category is used where office development can be identified as a use distinct from surrounding retail uses. Generally, low rise office may be appropriate at intersections of collectors, along arterials, and in transitional areas adjacent to existing residential areas.

Mid Rise Office. Four to six story business and professional offices are consistent with this land use category. This higher intensity use allows for a typical intensity



of 1.15 FAR and a 1.5 maximum FAR. This category recognized that in certain instances development in excess of six stories may be appropriate, particularly in high intensity areas such as the “Downtown Core” as determined by the variance of zoning process. In the Downtown Subarea, the average intensity is 2.5 FAR and the maximum is 5.0 FAR.

Non-Urban/Community Support

Development in these land use categories support the needs of people living and working in Riverside by satisfying safety, recreational, open space, health, cultural and educational needs. This group also includes uses providing general governmental services to the City.

Public Parks. Neighborhood, community, regional and State parks and open spaces that are publicly owned and managed for the benefit of the general public are shown with this category.

Other Recreation. This land use category includes such uses as golf courses (public and private), country clubs and equestrian centers. They have low intensity development patterns with substantial areas of open space. This category also includes other large-scale privately owned recreation facilities such as amusement parks, but excludes large indoor uses like bowling centers and health clubs.

Although these uses also serve the recreational needs of the Riverside community, they are not in public ownership (except for public golf courses). They may not be available to non-members or may not be used by a substantial segment of the general public. Since these facilities are privately owned, they are not considered in the City’s evaluation of recreational needs and provision of public recreational facilities.

This category is used to show existing recreational facilities; new private recreational facilities may be proposed as part of developments in any land use category shown on the Land Use Diagram (*Located in the Map Pocket of this Document*).

Agriculture. Land planned primarily for agricultural production, generally in land holdings of ten or more acres, is shown in this category. The Agriculture chapter of this Plan’s Open Space Element provides a more detailed discussion of the areas within this category. It permits residential densities of up to 0.2 dwelling units per acre (one dwelling unit per 5 acres).

Natural Open Space. Areas of undeveloped open space, such as hillsides, arroyos, and wildlife habitat areas are included in this land use category. The intent of this designation is to generally preclude development or construction within these sensitive areas; for development purposes, allowed intensity of development credit for natural open space shall be the same as allowed for adjacent designation(s) on the same parcel. In flood plain and watercourse areas this designation shall apply to the land within the “100-year” flood plain plus the first 100 feet of adjacent slopes which



have a steepness of less than 10% and the first 50 feet of adjacent slopes of 10% or steeper.

Public Facilities and Institutions. Includes large-scale private institutions, governmental offices and complexes, educational facilities, fire stations, libraries, and hospitals.

Mixed Use Developments

These categories apply in special areas of Riverside — those activity centers that are planned for a mix of residential, non-residential and public uses. Such mixed uses presently exist in the Downtown area; this pattern is continued in Downtown as part of the City's efforts to support a vital downtown. These categories may also be used to a limited extent at other locations in the community, such as adjacent to future commuter rail stations. Special zoning and design review is essential to the success of such mixed use areas.

Mixed Use - Residential Emphasis. This category provides for very high density residential development at typical densities of 40 DU/A. Residential development may be approved at any density in these areas. Office and retail uses are also allowed as secondary uses in developments proposed in this category, in order to provide opportunities for ground-floor commercial use in high-rise residential structures.

Mixed Use - Office Emphasis. This land use category provides for a mix of high rise office and commercial uses, with some additional residential use. Typical development intensity is 2.0 FAR. The maximum FAR for this category could reach 4.0. In the Downtown Subarea, the typical development intensity is 2.5 FAR and the maximum is 5.0 FAR.

Development Potential of Land Use Diagram

The amount and location of planned future development in Riverside is directly related to the mix of land uses shown on the Land Use Diagram (*Located in the Map Pocket of this Document*). Exhibit 46 (Page VII - 14) lists the acreage and the percentage of the General Plan Area allocated for each land use category. These figures are the basis for calculating future population and employment potential.



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Exhibit 46: Planned Land Uses

Land Use Category		Gross ¹ Acreage	Percent of General Plan Area
Residential			
1	Agricultural and Rural Residential	6739	9.70%
2	Hillside Residential	8670	12.48%
4	Estate Residential	5075	7.30%
5	Semi-Rural Residential	1511	2.17%
6	Low Density Residential	2876	4.14%
7	Medium Density Residential	14667	21.11%
8	Medium High Density	833	1.20%
9	High Density Residential	1904	2.74%
Commercial/Industrial/Office			
10	Retail Business and Office	2235	3.22%
11	Service Commercial	222	0.32%
12	Commercial Centers	519	0.75%
13	Automotive Park	277	0.40%
14	Industrial/Business Park	4309	6.20%
15	Light Industrial	528	0.76%
16	General Industrial	955	1.37%
17	Low Rise Office	440	0.63%
18	Mid-Rise Office	215	0.31%
Non-Urbanized/Community Support			
19	Public Parks	2753	3.96%
20	Other Recreation	546	0.79%
21	Agriculture	4559	6.56%
22	Natural Resources Open Space	5308	7.64%
23	Public Facilities & Institutions	4166	6.00%
Mixed Uses			
24	Mixed Use Residential	62	0.09%
25	Mixed Use Office	122	0.18%
Sub-total Residential²		42337	60.92%
Sub-total Employment³		13988	20.13%
Sub-total Parks/Ag Lands/Open Space		13166	18.95%
Totals		69491	100.00%

Notes: ¹ Includes Rights-of-Way
² Includes Mixed Use Residential
³ Includes Public Facilities & Institutions & Mixed Use Office



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Estimation of development potential represented by the Land Use Diagram (*Located in the Map Pocket of this Document*) considers two different time frames — development at the end of the Plan's time horizon, in 2010, and development potential if the area were fully developed ("build-out").

The 2010 development potential is important for evaluating the service and facility needs of the community during the Plan's time period. The need for parks, roads, fire protection and other public services for the 2010 General Plan is based on the calculations of 2010 population and employment. These calculations, by Community Area, are listed in Exhibit 47 (Page VII - 15).

Exhibit 47: Planned Land Uses and Development Potential

Community	Land Uses							
	Residential			Non-Residential			Parks, Ag. Land & Open Space	
	Percent of Community Area	Population (Typical Densities)		Percent of Community Area	Employment (Typical Intensities)			Percent of Community Area
		2010	Build-out		2010	Build-out		
Airport	38.18%	12743	15170	58.52%	24221	35859	3.30%	
Alessandro Heights	92.59%	5447	6485	0.00%	0	0	7.41%	
Arlanza La Sierra	78.47%	61334	71728	20.15%	26393	38731	1.38%	
Arlington	59.83%	14355	17090	38.33%	9253	13709	1.84%	
Arlington Heights	89.46%	2931	3490	0.00%	0	0	10.54%	
Canyon Crest	58.29%	16546	19697	8.34%	4047	5995	33.37%	
Canyon Springs	0.00%	0	0	100.00%	7154	10599	0.00%	
Casa Blanca	70.57%	4169	4963	26.79%	1298	1923	2.64%	
Downtown	40.12%	23664	27824	28.98%	12926	18750	30.90%	
Eastside	56.04%	9011	9902	31.05%	11856	15807	12.91%	
Hawarden Hills	99.34%	2323	2766	0.00%	0	0	0.66%	
Highgrove	40.57%	4161	4953	6.40%	964	1428	53.02%	
Hunter Park	1.73%	22	27	93.06%	19952	29559	5.21%	
Magnolia Center	69.74%	15511	18074	28.96%	6595	9323	1.30%	
Mission Grove	35.00%	5394	6422	62.37%	5647	8366	2.63%	
Northeast Industrial Park	15.81%	841	1002	84.19%	2379	3525	0.00%	
Northside	47.93%	8709	10368	35.95%	7684	11384	16.12%	
Orangetrest	77.44%	17336	20639	19.72%	4522	6700	2.84%	
Ramona	66.99%	26006	30133	31.70%	11130	16171	1.32%	
Rancho El Sobrante	61.94%	9714	11565	0.24%	186	276	37.82%	
Sycamore Canyon Business Park	3.49%	947	1127	64.93%	17269	25583	31.57%	
University	48.23%	31832	37895	25.09%	17292	25618	26.68%	
Victoria	74.39%	14032	16215	21.64%	5756	7919	3.97%	
Woodcrest	74.00%	6737	8021	4.43%	2751	4074	21.57%	
Wood Streets/Grand	69.26%	11719	13951	8.35%	1741	2578	22.39%	
Totals	62.55%	305484	359507	20.34%	201016	293877	17.11%	



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While the General Plan focuses on development through the year 2010, it recognizes that planning and development will continue beyond that year. Some areas, identified on the Land Use Diagram (*Located in the Map Pocket of this Document*) for urban uses, will not be fully developed until after 2010. While the 2010 calculations are important in anticipating service needs by the year 2010, the full development of the area can be considered in planning for capital facilities, such as major sewer interceptors, that have a design life longer than twenty years. The calculation of development potential at “build-out” is also useful to determine whether the planned land uses could accommodate growth during the next twenty years at a faster rate than projected.

Exhibit 47 (Page VII - 15) shows the build-out development potential for the Riverside General Plan Area and for each Community Area. It lists the potential population and employment if all areas were fully built out at the typical development intensities specified in Exhibit 44 (Page VII - 6).²

Calculations for 2010 and for build-out were developed by evaluating the planned land uses in small areas, known as Traffic Zones (TZ), and then grouping the traffic zone data into Community Areas. The projected 2010 population and employment are based on the assumption that approximately 85 percent of the residential land will be developed by 2010, and that approximately 68 percent of the non-residential land will be developed by that time. These assumptions allow a distribution of population and employment by small area that results in total 2010 population and employment consistent with that projected for the General Plan Area as a whole. This exhibit shows that the City could accommodate residential and non-residential development beyond that projected for the year 2010. The 2010 projected population and employment by traffic zone are found in Appendix E (*Under Separate Cover.*).

Land Use Goals and Policies

Goal LU 1 **To provide for continuing growth within the Riverside General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community’s goals related to resource conservation, community enhancement, and growth management.**

Policy LU 1.1 The General Plan Land Use Diagram (*Located in the Map Pocket of this Document*) should identify sufficient locations for residential and non-residential development to accommodate growth anticipated through the year 2010.

² Typical development intensities are used in this calculation for the following reasons. First, the typical development intensity specified for each land use category is the overall intensity expected for areas shown in that category. While some individual projects may meet the higher design standards and develop at an intensity above this, other projects (because of site configuration, design or other reasons) will develop at intensities below the typical intensities. In addition, existing development in many areas is at typical development intensities shown in these land use categories. It is unlikely that extensive redevelopment of stable neighborhoods will occur in order to gain a slightly higher development intensity for the same use. For example, many single family residential areas in the Medium Density Residential category are developed at approximately 4 DU/A. Redevelopment, within this category, could result in densities up to 6.5 DU/A with superior design. Such replacement of existing neighborhoods with new single family residential areas, at somewhat higher densities, appears unlikely.



- Policy LU 1.2* The land uses depicted on the Land Use Diagram (*Located in the Map Pocket of this Document*) should assist the City in achieving the goals established in all Elements of this General Plan. Evaluation of proposed Land Use Diagram amendments should consider the effect such amendments may have on the City's ability to achieve these goals.
- Policy LU 1.3* The City should designate areas for urban land uses where adequate urban levels of public facilities and services exist or are planned, in accordance with the public facility and service provision policies in this General Plan.
- Policy LU 1.4* In adopting and amending the Land Use Diagram (*Located in the Map Pocket of this Document*), the City should promote future patterns of urban development and land use that reduce infrastructure construction costs and make better use of existing and planned public facilities.
- Policy LU 1.5* The City should encourage the design of new commercial developments as integrated centers, rather than as small individual strip development projects.
- Policy LU 1.6* The City should discourage strip commercial development and should encourage a pattern of alternating land uses along major arterials with "nodes" of commercial development separated by other uses such as residential, institutional or office.
- Policy LU 1.7* The City should protect industrially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned industrial areas should be compatible with the planned industrial uses and should employ appropriate site design, landscaping and building design to buffer the non-industrial uses.
- Policy LU 1.8* The City Council should protect residentially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned residential areas should be compatible with the planned residential uses and should employ appropriate site design, landscaping, and building design to buffer the non-residential uses.



Section VII — Growth Management

Policy LU 1.9 The City should set minimum property size standards for various types of land uses, particularly when the conversion of residential use is expected to occur, as follows:

- For office or commercial uses - 20,000 square feet and 100 feet of frontage on the primary street serving the site; except in specific areas such as Magnolia Center where the unique character of the area makes the site appropriate for adaptive reuse of an existing building, a minimum lot size of 12,000 square feet is allowable.
- For industrial or business park use - 40,000 square feet and 100 feet of frontage on the primary street serving the site;
- For mixed use development - 80,000 square feet and 150 feet of frontage on the primary street serving the site.

Policy LU 1.10 The City Council may make findings to allow a development project to exceed a maximum FAR range when it is determined that such project (a) will not have a detrimental effect on infrastructure and municipal services, (b) will not adversely impact the surrounding neighborhood, and (c) will not likely set a precedent for additional development which would adversely affect infrastructure, service or surrounding land uses.

Goal LU 2 **To establish the General Plan Land Use Diagram (*Located in the Map Pocket of this Document*) as a key statement of City development policy to be used as a guide for decisions on individual development proposals.**

Policy LU 2.1 The official copy of the General Plan Land Use Diagram, identifying the particular land use categories applicable to all locations within the General Plan Area shall be available to the public in the offices of the City Planning Department. The boundaries of land use categories, as depicted on this official diagram, shall be used in determining the appropriate land use category for areas which are not clearly delineated on the Land Use Diagram contained in the General Plan document.

Policy LU 2.2 Land development approvals shall be in accordance with prevailing development regulations.



Policy LU 2.3 The City should not approve amendments to the Land Use Diagram which would reduce the supply of industrially designated land below levels needed to support projected non-residential development during the Plan's time frame.

Policy LU 2.4 The City should adopt an ordinance providing density bonuses in accordance with State law, for projects that incorporate affordable housing for qualified income groups.

Goal LU 3 **To assist in the provision of adequate public educational facilities at the time such facilities are needed.**

Policy LU 3.1 The City shall assist in coordinating school facility planning and siting efforts with local school districts and developers.

Policy LU 3.2 The City shall work closely with school authorities to provide appropriate funding mechanisms for new school facilities or to allow school districts to negotiate with project developers to minimize project impacts on the school districts.

Goal LU 4 **To provide for the appropriate timing of development in accordance with the future land uses designated in the Land Use Element.**

Policy LU 4.1 The City should discourage the premature development of non-urbanized areas and should encourage growth first in undeveloped and under-developed areas within, adjacent to or in close proximity to existing urbanized neighborhoods.

Policy LU 4.2 The City should prepare its Capital Improvements Program and construct its capital improvement projects to provide adequate public facilities and services to the population and employment levels projected through the year 2010, according to the land uses designated in the Land Use Diagram (*Located in the Map Pocket of this Document*). The level of service or capacity of public facilities and services should be increased in phases when phasing is more cost effective.

Policy LU 4.3 The City should time the provision of capital improvements to ensure that all necessary public services and facilities for an area planned for new urban development are in place when development in the area is occupied.

Policy LU 4.4 The City should require development projects to be timed and phased so that projects are not occupied prior to the provision of necessary urban services.



Section VII — Growth Management

Policy LU 4.5 The City should consider the availability of public facilities and services when evaluating proposals for annexation of property into the City of Riverside.

Goal LU 5 **To utilize a series of Area Plans (“Community Plans” or “Specific Plans”), as part of the General Plan, to provide more detailed design and policy direction for development projects located in particular neighborhoods within the General Plan Area.**

Policy LU 5.1 The City may develop and adopt Area Plans (either Community Plans or Specific Plans) for particular areas within the General Plan Area to address detailed design, land use, service or community character issues. These Area Plans shall be part of the Riverside General Plan.

Policy LU 5.2 If an Area Plan has been adopted which includes a particular property within the Riverside General Plan Area, the policies and provisions of that Area Plan shall apply to future uses of that property in addition to the policies contained in the other sections of the General Plan. With regard to land located within an area affected by an existing approved Specific Plan, the General Plan shall not be interpreted to apply or impose development restrictions, conditions or standards different than or in addition to those restrictions, conditions or standards found within the applicable approved Specific Plan.

Policy LU 5.3 Area Plans adopted prior to adoption of this updated General Plan should be reviewed by the City and revised as appropriate to further the City’s ability to achieve its goals.

Policy LU 5.4 Area Plans shall be developed with the participation of residents and property owners of the affected area and with the involvement of other community organizations or interest groups the City finds to be affected by the Area Plan.

Policy LU 5.5 In the Woodcrest Community area, the City shall endeavor to preserve and enhance the predominant residential lifestyle and values through the establishment of a maximum density range of 1.5 dwelling units per acre for properties designated Estate Residential (4) on the Land Use Diagram (*Located in the Map Pocket of this Document*) and further by working with residents and property owners to protect livestock-keeping rights as established under pre-existing County zoning on parcels of one-half acre or larger in the event of annexation of the community by the City of Riverside.



Goal LU 6 To provide specific land use and development direction for locations affected by the current or future operations of the Riverside Municipal Airport.

Policy LU 6.1 The City should coordinate Area Plans and amendments to this General Plan with the Comprehensive Land Use Plan adopted by the Riverside County Airport Land Use Commission to establish the uses, intensities and designs for land use in areas affected by the Riverside Municipal Airport.

Policy LU 6.2 Infill projects near the airport and on-site expansion projects which are of the same or lesser intensity as the prevailing surrounding land uses may be permitted in accordance with the Comprehensive Land Use Plan adopted by the Riverside County Airport Land Use Commission.

Recommendations for Implementation - Land Use (LU)

I-LU 1: Evaluate proposed amendments to the Land Use Diagram (*Located in the Map Pocket of this Document*) in light of impacts on the supply of various types of land, the environment, agriculture, open space, neighborhood integrity, and both the existing and proposed services and facilities.

I-LU 2: Consult the Land Use Diagram (*Located in the Map Pocket of this Document*) when evaluating the appropriateness of rezoning requests.

I-LU 3: Use zoning and the development review process to ensure that non-industrial land uses do not impinge upon the use of planned industrial land.

I-LU 4: Adopt an ordinance providing density bonuses for projects incorporating affordable housing for qualified groups pursuant to Government Code Section 65915.

I-LU 5: Coordinate with Western Riverside Council of Governments (WRCOG) to address issues related to the balance of residential, commercial and industrial land uses and the sharing of revenues among the various political jurisdictions in western Riverside County.

I-LU 6: Create programs, acceptable to the City and the School districts, to implement Goal LU 3 and associated policies related to public educational facilities which may require the City to do the following:

- Notify school districts of proposed subdivision projects or development applications early in the review process to allow time for adequate responses;



- Request school districts to indicate the level of facilities expected to be available at the time of need to serve development projects requiring discretionary approval;
- Take into consideration (to the extent allowable by State law), the availability of school facilities at the time of need when making decisions on development applications requiring general plan amendments, community plan updates, specific plans and amendments thereto, zone changes for residential or commercial or industrial uses, and other legislative land use decisions;
- Consider denial, or postponement (to the extent allowable by State law) of applications for development projects which the school districts determine would not have adequate school facilities available to them at the time of need—unless an agreement to provide such facilities is reached between developers and the districts.

2. Water and Wastewater Systems

The provision of adequate and affordable centralized water and wastewater services is necessary to ensure Riverside's continuing growth and quality of life. The water and wastewater systems can be provided in a timely manner through appropriate capital facilities planning for both the urban and less intensely developed areas. Because water and wastewater facilities are a major stimulant of urban growth, decisions related to the timing and location of water and wastewater investments can be used to promote infill development, discourage urban sprawl, and discourage development in agricultural and environmentally sensitive areas.

Projected growth in residential and employment populations within the current water service area will generate demand for approximately 90,000 acre feet of water in 2010. Riverside has secured ground water rights, developed local ground water sources, and has made provisions for purchasing treated imported water which should provide enough water for its needs within the current water service area for the next 20 years.

The Public Utilities Department Water Master Plan and Water Supply Study addressed only water demands within the existing City Water Service Area. Additional water requirements for the General Plan Area are currently provided by Metropolitan Water District (MWD), Western Municipal Water District (Western/WMWD), Eastern Municipal Water District (Eastern/EMWD) and the El Sobrante Water District. Long range plans have assumed those agencies would continue service in those areas. Expansion of the City's current water service area to include the entire General Plan Study Area would require substantial additional capital investment and necessitate the purchase of additional water from Western or others to meet the increased demands. The City's current southeastern service area boundary follows generally the 1500 foot elevation at a lower cost than WMWD or



EMWD. Therefore, it appears the City should continue the practice of permitting other agencies to provide water service to outlying areas when they can be served more efficiently by another agency.

Key Water and Wastewater Issues

Influence on Land Use Pattern. How can the City ensure the provision of water and wastewater systems to achieve a desired land use pattern? Based on the growth projections and patterns of growth, the City can plan the phasing of infrastructure construction in a manner which will ensure adequate levels of service. Where densities are insufficient within a water and wastewater service area and septic systems are operating satisfactorily, these on-site sewage disposal systems are appropriate alternatives to centralized wastewater systems, so long as they continue to function. For other areas, extensions of a centralized wastewater system will be necessary to support urban development.

By coordinating the extension of water and wastewater infrastructure with land use planning for developing areas, the City can ensure that services are adequate for those patterns.

Resource Management. How can the City protect its water supply and effectively treat its waste? The City can play an important role in controlling pollution of its water supply from all pollution sources, including wastewater systems and storm runoff. Balancing the provision of adequate and efficient water and wastewater services with a desire to protect environmental resources is a focus of this Element's strategy.

Funding. How can the City finance an adequate water and waste management system for the community as it grows? Methods to maintain a fiscally and functionally responsive utility system include implementation of appropriate phasing policies and pro rata assessment of infrastructure costs to private entities.

Intergovernmental Relations. Domestic water service for the General Plan Area is provided primarily by three major suppliers, the City of Riverside Public Utilities Department, the Metropolitan Water District (MWD) and the Western Municipal Water District (WMWD). Small portions of the Planning Area are served by the Eastern Municipal Water District (EMWD) and the El Sobrante Municipal Water District. The City is the primary provider of wastewater treatment services. There are three Community Service Districts which discharge into the City's collection system or treatment plant. Due to the multi-jurisdictional nature of these services, intergovernmental coordination will be necessary.



Water and Wastewater Goals and Policies

Goal WW 1 To ensure provision of an adequate energy efficient water system for the General Plan Area that is fiscally responsible.

Policy WW 1.1 The City should ensure provision of water services consistent with the growth planned for the General Plan Area.

Policy WW 1.2 Exhibit 48 (Page VII - 26) identifies the water service areas for the General Plan Area in 2010 and planned areas of urban development for which facility extensions may be needed to provide adequate urban service. The City should provide a water system meeting the service and fire flow demands of future development within its service area. The City should work with other providers to ensure the adequacy of water services in other areas.

Policy WW 1.3 The City should implement water conservation programs aimed at reducing demands from new and existing development.

Policy WW 1.4 The City should encourage public and private landscaping projects that minimize the use of high water demand vegetation for decorative uses. Use of water conserving fixtures should be encouraged.

Policy WW 1.5 The City should require developers to install the distribution facilities necessary for water service.

Policy WW 1.6 The City should prioritize, phase, and schedule water projects in accordance with Area Plan policies and the City's financing ability.

Goal WW 2 To ensure provision of an adequate, energy efficient wastewater system for the General Plan Area that is fiscally responsible.

Policy WW 2.1 The City should provide wastewater treatment capacity consistent with the growth planned for the General Plan Area.

Policy WW 2.2 The City should provide wastewater treatment services for the General Plan Area and should coordinate with the Santa Ana Regional Water Quality Control Board in the development of a regional treatment plant in Corona if necessary for the provision of additional treatment capacity.



- Policy WW 2.3* Exhibit 49 (Page VII - 27) identifies the extent of serviced areas supplied by the existing wastewater systems and identifies planned urban development areas for which facility extensions may be needed to provide adequate urban service. The City should coordinate with the County to ensure that wastewater services are adequate to support planned urban development.
- Policy WW 2.4* The City should prioritize, phase, and schedule wastewater treatment services in accordance with Area Plan policies and the City's financing ability.
- Policy WW 2.5* The City should continue to allocate its sewer connections to manage growth.
- Policy WW 2.6* The City should support efforts to reuse effluent for irrigation, wetlands production, groundwater recharge, or other activities consistent with public health and water quality goals and policies.





Recommendations for Implementation - Water and Wastewater Systems (WW)

- I-WW 1:* Monitor pressures and flow capacities throughout the water system and maintain an accurate model of the system.
- I-WW 2:* Monitor water usage throughout the City to facilitate accurate projections of the impacts of proposed development on the water system.
- I-WW 3:* Promote the use of water conserving landscaping and fixtures. Offer reduced water and wastewater connection fees as incentives for the use of water conserving site design and construction.
- I-WW 4:* Require assurance of adequate water and wastewater service prior to granting development approvals.
- I-WW 5:* Continue allocating sewer connections to manage residential growth.
- I-WW 6:* Pursue alternative uses for treated wastewater effluent such as irrigation, groundwater recharge or wetlands production.





LEGEND

-  **WATER SERVICE AREA AND BOUNDARY**
-  **CITY WATER PRESSURE ZONE AND BOUNDARY**
-  **EXTENT OF EXISTING WATER SYSTEMS**
(Direction of arrows indicates areas served by existing systems)
-  **PLANNED URBAN DEVELOPMENT OUTSIDE THE EXISTING WATER SYSTEMS**

SOURCE: CITY OF RIVERSIDE

"WATER SERVICE AREA" and "PRESSURE ZONES" are based on the CITY OF RIVERSIDE WATER SYSTEM FACILITY MASTER PLAN, July 1988

WMWD-1 Western Municipal Water District - South Sphere of Influence

WMWD-2 Western Municipal Water District - Northeast Sphere of Influence

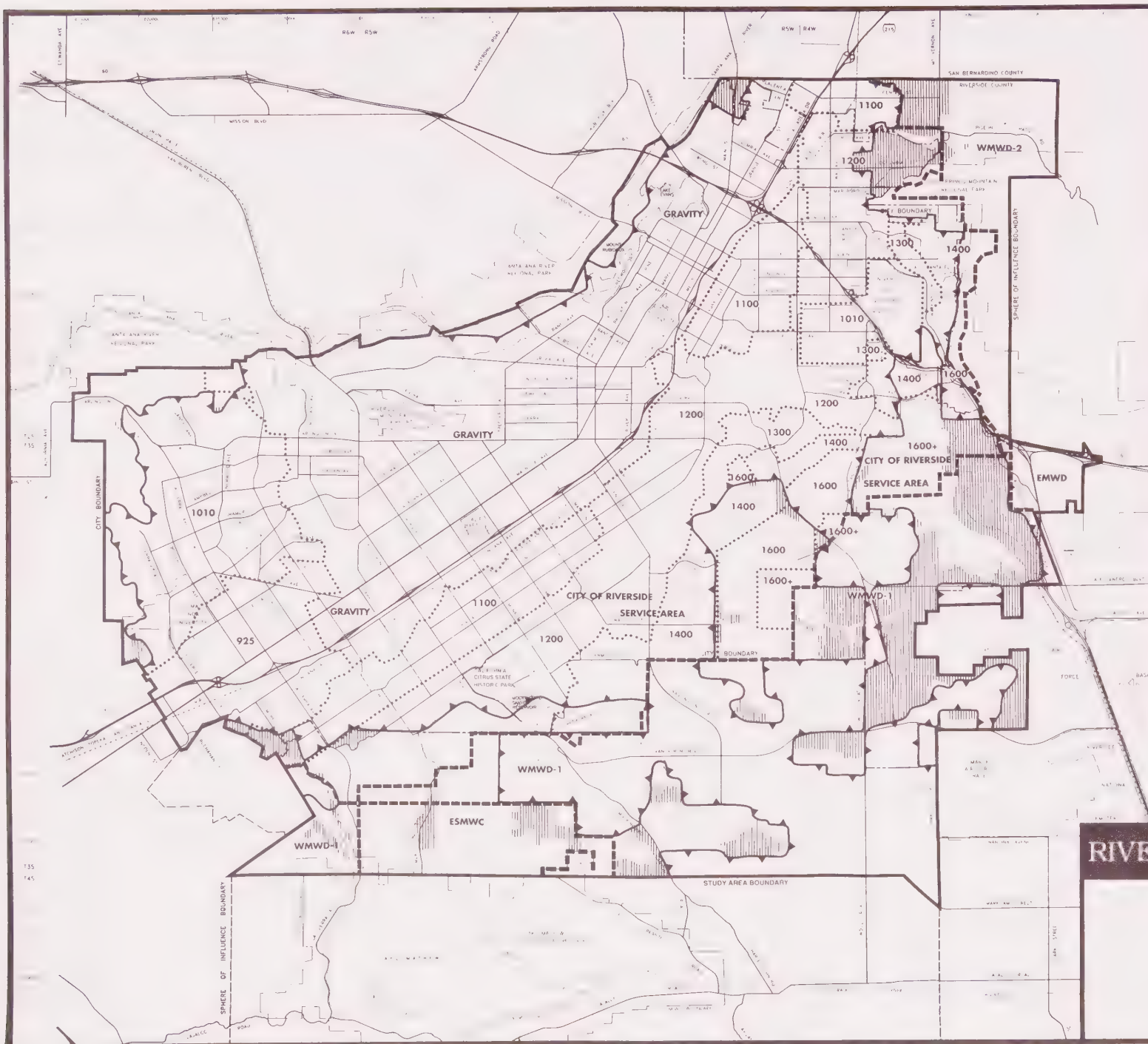
EMWD Eastern Municipal Water District

ESMWC of Sobranie Municipal Water Company







RIVERSIDE GENERAL PLAN

Exhibit 48 PLANNED WATER SERVICE AREAS





LEGEND

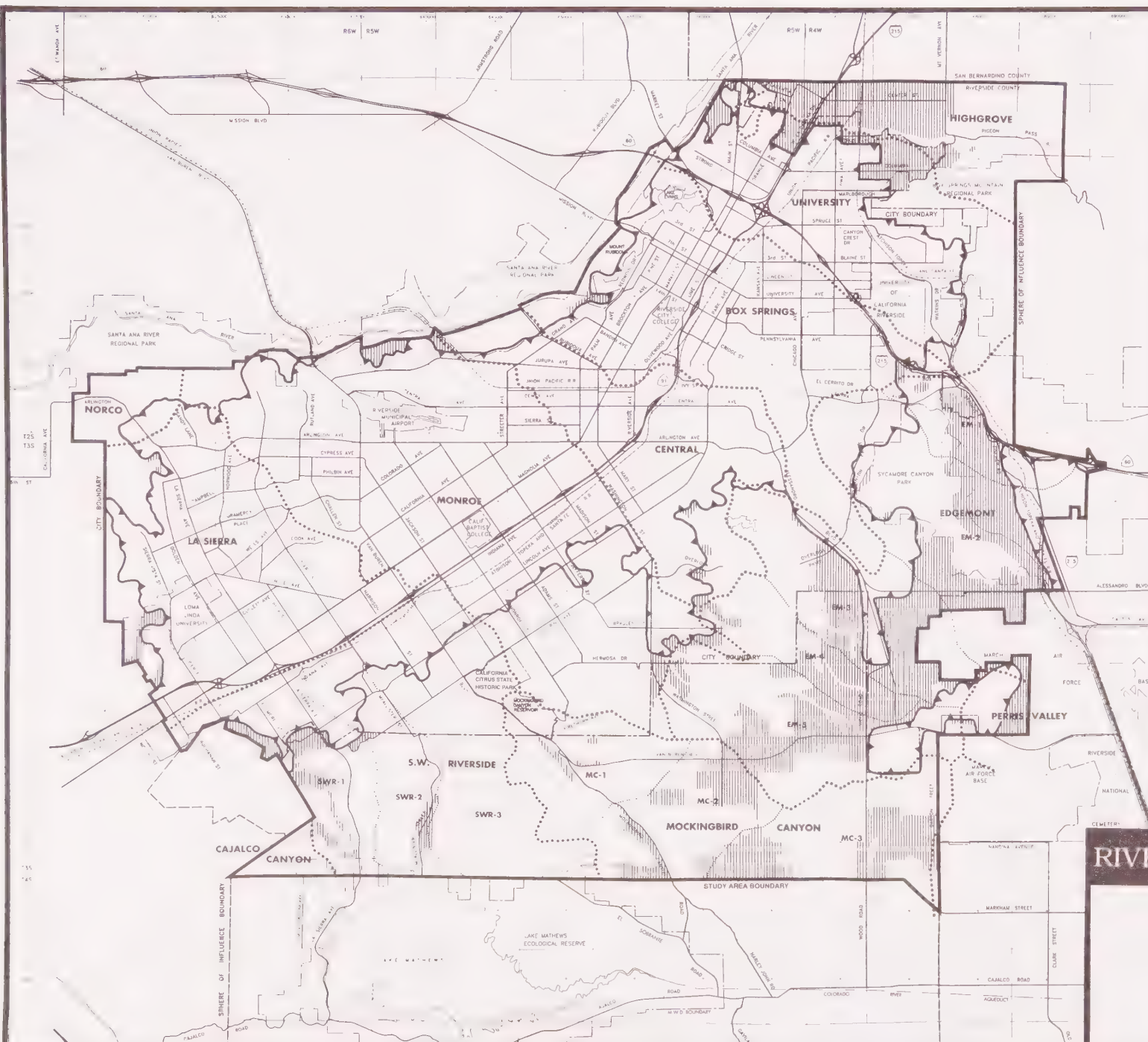
-  **NORCO** DRAINAGE BASIN NAME AND BOUNDARY
-  **EM-1** DRAINAGE SUB-BASIN NAME AND BOUNDARY
-  **EXTENT OF EXISTING WASTEWATER SYSTEM** (Direction of arrows indicates areas served by existing system)
-  **PLANNED URBAN DEVELOPMENT OUTSIDE THE EXISTING WASTEWATER SYSTEM**

SOURCE: CITY OF RIVERSIDE



RIVERSIDE GENERAL PLAN

Exhibit 49 PLANNED WASTEWATER SERVICE AREA



3. Stormwater Drainage

The regulation of stormwater drainage is directly related to the health, safety and welfare of the public. Stormwater drainage requirements protect residents from flood damage, and minimize non-point source pollution into surface waters and aquifers. Drainage of surface water from most of the Riverside area ultimately flows to the Santa Ana River which borders the City on the northwest. Only very limited acreage within Riverside discharges into Lake Mathews. As Exhibit 7 (Page III - 9) shows, there are nine basins in the City — University, Box Springs, Central, Monroe, La Sierra, Southwest Riverside, Mockingbird Canyon, Edgemont, and Highgrove. All of these basins (except Mockingbird Canyon) have master basin plans in place. Of the Riverside basins, Highgrove, University, Box Springs, Central, and Monroe Basins discharge into the Santa Ana River. The Southwest Riverside, La Sierra, and Mockingbird Canyon Basins flow westerly from the western part of the City to Temescal Wash. The Edgemont Basin drains the southeast part of the City and has outfalls to the Box Springs, Central and Monroe Basins. Floodplains are also illustrated on Exhibit 7 (Page III - 9) and are discussed in more detail in the Public Safety Element.

Stormwater drainage within the City is regulated primarily by the U.S. Army Corps of Engineers, which has the primary planning responsibility for the Santa Ana River, and by the Riverside County Flood Control District (RCFCD). Tributary systems and floodplain management are the responsibility of the City.

Key Stormwater Drainage Issues

Provision of an Adequate System. Riverside needs to monitor and enhance its current stormwater drainage system as necessary to continue protecting life and property from flood waters.

Pollution Prevention. The drainage system needs to be managed to minimize the potential for pollution of surface water, ground water and sensitive natural habitats and to minimize flood waters and nuisance runoff. Any new facilities should be designed to accomplish this objective as well.

Appearance and Recreation. The drainage system can provide secondary recreational opportunities. Also, the aesthetics of channels and retention facilities can have a positive or negative impact on their surroundings, depending on how they are developed.



Stormwater Drainage Goals and Policies

Goal SD 1 To achieve an effective system of natural and manmade drainage for Riverside.

- Policy SD 1.1* The City shall not approve a proposal for hillside development that could aggravate local flooding problems, unless the project includes appropriate project design and engineering measures to fully mitigate flooding potential due to the proposal to the City's satisfaction.
- Policy SD 1.2* The City shall implement stormwater drainage programs in each drainage basin in accordance with the basin's master drainage plan.
- Policy SD 1.3* The City shall require all development proposals to include stormwater drainage system plans which are compatible with master drainage plans adopted by the City.
- Policy SD 1.4* The City shall encourage the design and siting of stormwater drainage storage facilities which are integrated with open space and landscaped areas.
- Policy SD 1.5* The City shall encourage consideration of safety, appearance, recreational use, and economical maintenance and operations in design of stormwater drainage systems.
- Policy SD 1.6* The City shall encourage stormwater drainage system design alternatives which are more natural in appearance and de-emphasize hardscape.
- Policy SD 1.7* The City shall require that stormwater drainage facilities be designed and constructed to minimize the intrusion of pollutants and excess sediments into sensitive areas.
- Policy SD 1.8* The City shall continue to work with the Regional Water Quality Control Board (RWQCB) to develop a stormwater management program, pursuant to Part II of the application for a National Pollution Discharge Elimination Permit, to reduce certain discharges and prohibit others to and from the City's municipally owned stormwater system.



Recommendations for Implementation - Stormwater Drainage (SD)

- I-SD 1:* Continue to review development proposals to ensure compatibility between developments and drainage basin master plans.
- I-SD 2:* Develop guidelines for review of drainage proposals that address safety, appearance, recreational use, maintenance costs, and water quality.
- I-SD 3:* Continue to coordinate with RWQCB to develop strategies to enhance the quality of stormwater runoff from the City's drainage system and to ensure compliance with Federal standards.
- I-SD 4:* Coordinate with the Santa Ana Region of the California Water Quality Board and Riverside County to develop a storm water management plan for use in the review and approval of new developments affecting the quality and quantity of surface and ground water.

4. *Solid and Hazardous Waste Management*

Solid (non-hazardous) and hazardous waste management for a community includes the collection and appropriate disposal of wastes, as well as actions to reduce waste generation. The City of Riverside administers all trash collection services provided within the City. In addition to its administrative role, the City provides residential trash collection for a large portion of the City. There are several private haulers who provide service within defined zones in the City. Commercial, industrial, and multi-family accounts are also handled by private haulers.

Riverside County currently operates and owns the landfill in the Highgrove area (see Exhibit 5 (Page III - 6)) where the majority of non-hazardous solid waste generated in the City is disposed. This site is estimated to have capacity for only a few more years.

The State requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE's) for local, regional and State approval. (Public Resources Code Section 41000 et seq.) Together with a siting element prepared by the county, all of the SRRE's in a county make up the Countywide Integrated Waste Management Plan. Both the City and the County of Riverside are scheduled to begin the public hearing process for their SRRE's in the summer of 1991. The State's objective for cities and counties to reduce the wastes sent to landfills by 25 percent over the next five years and 50 percent over the next ten years creates a significant challenge for the City and Riverside County.

Key Solid and Hazardous Waste Issues

Adequate Disposal Capacity. Disposal of solid waste is a monumental task facing the entire nation. It is necessary for Riverside to satisfy the State's requirements for



preparation of an SRRE, which addresses a broad range of waste issues including collection and disposal. Burial in landfills may continue as the primary disposal method, but major changes will be needed over the life of the plan in the generation, reuse and disposal of non-hazardous wastes.

Hazardous Waste Disposal. Hazardous waste disposal is truly a global problem. Riverside can do its part in addressing this concern by establishing and implementing its own programs and by participating in the implementation of the County Hazardous Waste Management Plan.

Solid and Hazardous Waste Goals and Policies

Goal SW 1 To provide an effective solid (non-hazardous) waste management system that is environmentally and financially responsible, and is able to adequately meet the projected demands from users in the General Plan Area.

Policy SW 1.1 The City, through the development and adoption of its Source Reduction and Recycling Element (SRRE), shall establish appropriate programs to minimize the volume and impact of solid wastes generated by existing and future development.

Goal SW 2 To effectively manage hazardous waste within the General Plan Area in accordance with the adopted County of Riverside Hazardous Waste Management Plan and in cooperation with County Authorities.

Policy SW 2.1 In the management of hazardous wastes within its jurisdiction, the City shall follow the goals, objectives and policies of the County of Riverside Hazardous Waste Management Plan as stated in the appendices of the Riverside General Plan 2010.

Recommendations for Implementation - Solid and Hazardous Waste Management (SW)

I-SW 1: Develop a source reduction and recycling element that addresses State requirements regarding:

- a. Waste characterization;
- b. Source reduction;
- c. Recycling;
- d. Composting;
- e. Education and public information;
- f. Funding;
- g. Special waste;



- h. Facility capacity;
- i. Household hazardous waste; and
- j. Integration.

I-SW 2: Adopt the Specific Siting Criteria of the Riverside County Hazardous Waste Management Plan (Figure 5-1) as stated in the appendices of the Riverside General Plan 2010 to ensure that all proposed facilities for the transfer, storage or disposal of the City and its environs from potential health, safety, economic and social impact.

B. Public Safety Element

The Public Safety Element provides “*for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, groundshaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires ... [and the] mapping of known seismic and other geologic hazards. [It also addresses] evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.*” (Government Code Section 65302.(a)).

The effects of seismic events and the protection of slopes from unsuitable development are also addressed in the Conservation Element.

Each subsection of this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions or decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

1. Public Safety

For the City of Riverside to sustain and enhance its image as a desirable place to live and work, it must adequately address the issues of public safety. Public safety is a diverse Plan Element that concerns such potential natural hazards as earthquakes, flooding, and fire; and community services such as police protection and emergency disaster relief services. Goals and policies for each of these public safety issues offer a specific framework that allows the City to monitor and evaluate its efforts in the provision of public safety services.

Earthquake hazards are of concern to the City, due to its location in a seismically active area (see Exhibit 6 (Page III - 7)). Through the identification of potential liquefaction and seismic/geologic hazard areas within the General Plan Area, the City can establish building and development regulations that will mitigate the effects of serious earthquakes.



The City has a well developed system of fire stations throughout the incorporated City; the County presently provides fire protection from stations in the Sphere of Influence. As urban development expands, adequate fire service, at urban levels of service, must be provided in the newly developing areas. Other General Plan policies that set forth the coordination and cooperation with other fire protection agencies, such as the State Division of Forestry and the County Fire District, will aid the City's fire prevention efforts in the more rugged, outlying areas of the Box Springs Mountains and Norco Hills.

Through the identification of potential flood hazard areas, the City can also reduce the impact of potential natural disasters (see Exhibit 7 (Page III - 9)). Preventing the siting of certain types of facilities in areas subject to inundation from dam failure or in designated floodplains can also mitigate flood hazards and protect against loss of life and property.

Providing adequate levels of police service and increasing security through design will assist the City in its efforts to limit crime. Emergency relief services can also be improved by identifying coordination efforts and response time measures.

The public safety goals and policies contained in this Element are intended to enhance the residents' sense of security and to provide appropriate response to incidents which threaten public safety.

Key Public Safety Issues

Seismic Hazard. The threat of damage due to earthquake activity is an ever-present hazard to the entire region. There is much the City can do to help minimize risks and to respond to the aftermath of seismic events when they do occur.

Fire Hazard. Although portions of Riverside are under some threat of potential wildland fires, the primary concern of the City is to provide an adequate system of fire protection for urban uses, in the form of appropriately located fire stations and effective fire prevention programs.

Security and Police Service. The residents of the City need to feel secure and protected. The General Plan can assist in the provision of public safety by encouraging development standards which limit crime potential and by providing a blueprint for future growth which will enable public safety officials to plan and provide adequate services.

Flood Hazard. The semi-arid climate of Riverside belies the very real threat of occasional, but severe flooding. The General Plan identifies flood hazard areas in Exhibit 7 (Page III - 9) and provides for land uses and facilities which will minimize risk to lives and property.



Section VII — Growth Management

Public Safety Goals and Policies

Goal PS 1 **To create a secure public environment which minimizes social, economic, environmental and property losses due to seismic hazards.**

Policy PS 1.1 The City shall require all new development to conform to the currently adopted Uniform Building Code seismic safety regulations.

Policy PS 1.2 The City should develop and implement a program to systematically mitigate existing seismic-related structural hazards (i.e. mitigation program for unreinforced masonry buildings).

Policy PS 1.3 The City shall give special consideration to hazardous structures deemed to be of historical value when determining whether alteration or destruction of these facilities is necessary in mitigating the identified geologic hazards.

Policy PS 1.4 The City shall require site-specific geologic engineering studies for new development in areas of potential liquefaction presented in Exhibit 6 (Page III - 7).

Policy PS 1.5 The City shall permit no emergency or critical facility in an area of potential liquefaction and seismic geologic hazards without requiring a detailed site analysis that determines that the location of such facility will not be hazardous.

Policy PS 1.6 The City shall require site specific soils and geologic engineering studies to assess natural and graded slope stability for proposed developments in any areas which may be found to be of moderate to high landslide risk. Slope stability calculations should incorporate the groundshaking parameters (i.e., soil depth, groundshaking potential, and liquefaction potential) presented in Exhibit 6 (Page III - 7).

Policy PS 1.7 The City shall make available pertinent information regarding earthquake safety to the general public.

Goal PS 2 **To protect property in urbanized and non-urbanized areas from fire hazards and to integrate fire safety considerations in the planning process.**

Policy PS 2.1 The City, in coordination with other fire protection agencies, should provide adequate levels of fire protection throughout the General Plan Area, through a combination of both



aggressive prevention and suppression activities. Adequate service levels for urban development are described in the policies in this section of the General Plan. Fire protection for rural areas should emphasize the development and design criteria described in this section of the General Plan.

- Policy PS 2.2* The City should pursue mutual response agreements between the City and County fire districts and departments. These agreements should provide equal and reciprocal benefits and enhance the ability of local entities to provide adequate levels of fire protection.
- Policy PS 2.3* The City should locate fire stations so planned urban development is within a fire station primary service area of 1.5 miles or a secondary service area of 3 miles.
- Policy PS 2.4* The minimum fireflow standard for low density residential construction should be 1,000 gallons of water per minute.
- Policy PS 2.5* The minimum fireflow standard for multiple family residential construction should be 1500 gallons of water per minute.
- Policy PS 2.6* The minimum fireflow standard for commercial and industrial developments should be 2500 gallons per minute.
- Policy PS 2.7* The City should endeavor to meet the ideal fire response time of five minutes for all residents and businesses in Riverside's urban areas.
- Policy PS 2.8* The City should evaluate all new development to be located in or adjacent to wildland areas to assess its vulnerability to fire and its potential as a source of fire. Specific design and landscaping requirements may be established to reduce fire risks to development in these areas.
- Policy PS 2.9* The City should encourage all fire prevention measures taken in rural or wildland areas to meet the functional needs for fire prevention, while maintaining the aesthetic character of the natural area.
- Policy PS 2.10* The City should consider the needs of fire prevention and suppression in its review of urban development projects. These needs include, but are not limited to, providing adequate access to buildings and adequate separation between buildings. Fire suppression measures also include continued implementation of adopted fire and building codes (Titles 10



and 16) pertaining to the installation of automatic fire-extinguishing systems in new buildings.

Policy PS 2.11 The City Fire Department should provide input to the Planning Department for all developments that require site plan or subdivision review prior to hearings before official commissions or the City Council. Street and driveway widths shall be adequate to provide access to sites and buildings shall be configured to provide sufficient clearances for fire suppression and other emergency access needs.

Policy PS 2.12 The City should systematically mitigate existing fire hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Policy PS 2.13 The City should maintain evacuation plans for areas subject to wild fires.

Goal PS 3 To provide adequate and equitable levels of police service to all residents in Riverside.

Policy PS 3.1 The City should endeavor to provide a minimum response times of 5 minutes on all priority 1 calls and 12 minutes on all priority 2 calls. Priority 1 calls include those of a life threatening nature such as: robbery in process, accident involving bodily injury, death threatening situation, a person unable to breathe, violent crimes in process. Priority 2 calls include those that are not life threatening such as: burglary past, petty theft, shoplifting.

Policy PS 3.2 The City shall encourage police agencies throughout the General Plan Area to provide adequate levels of protection through a combination of crime prevention and law enforcement activities.

Policy PS 3.3 The City shall coordinate with the County Sheriff who provides law enforcement services in the Sphere of Influence area.

Policy PS 3.4 The City should consider more decentralized and neighborhood level police service such as more foot patrols and/or precinct level police stations.



Goal PS 4 To provide adequate levels of emergency response to all residents in Riverside.

- Policy PS 4.1* The City should define the appropriate levels of emergency response of public agencies to medical emergencies in urban and rural areas. Mutual response agreements among public service agencies should support interagency cooperation in response to medical emergencies.

Goal PS 5 To ensure that equipment and structures designed to provide emergency disaster services are located and designed to function after a disaster or emergency event.

- Policy PS 5.1* The City should mitigate deficiencies, if any, in the location or construction of the City's disaster and relief equipment and structures in accordance with the policies and recommendations for implementation in this Plan.

- Policy PS 5.2* The City shall subject all future disaster relief equipment and structures to careful locational and engineering scrutiny based upon the currently adopted Uniform Building Code and other applicable regulations.

Goal PS 6 To provide a security design program which reduces opportunities for crime in the urban environment.

- Policy PS 6.1* The City should encourage, through its zoning, subdivision and building regulations, and environmental assessment practices, development techniques which will increase or better ensure the public's safety.

- Policy PS 6.2* The City should encourage and implement appropriate utilization of defensible space design concepts for new developments.

- Policy PS 6.3* The City should support reduction in insurance premiums and other economic incentives which will encourage community use of crime prevention measures, such as building security hardware.

- Policy PS 6.4* The City should consider the need for public security policies in the development of specific and community plans.

- Policy PS 6.5* The City should promote land use and design policies and regulations which encourage a mixture of compatible land



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uses to promote and increase the safety of public use areas and of pedestrian travel.

Policy PS 6.6 The City should systematically mitigate crime hazards related to urban development or patterns of urban development as they are identified and as resources permit.

Policy PS 6.7 The City should advocate and support regional efforts to accelerate the adoption of crime reduction measures incorporating physical planning techniques, such as those of the Southern California Association of Governments and the California Council on Criminal Justice.

Policy PS 6.8 The City should encourage and support continued research efforts, such as those funded by the Federal Law Enforcement Assistance Administration, to implement design/planning crime prevention strategies.

Policy PS 6.9 The City should provide information concerning crime prevention through physical design to individuals, institutions and organizations.

Goal PS 7 To reduce potential flood hazards for residents and businesses in the City of Riverside.

Policy PS 7.1 Exhibit 7 (Page III - 9) identifies the location of potential hazard areas due to dam failure, and 100 year floodplains as determined by the Federal Emergency Management Agency (FEMA). The City shall evaluate all developments proposed in these areas to minimize risks to life or property.

Policy PS 7.2 The City shall prohibit the placement of emergency facilities in the 100 year floodplain, as shown in Exhibit 7 (Page III - 9) or as later defined through specific engineering studies. Critical facilities should be permitted in the 100 year floodplain only if adequate flood protection measures are taken.

Policy PS 7.3 The City should relocate or protect all existing emergency or critical facilities determined to be in the 100 year floodplain, as shown in Exhibit 7 (Page III - 9), or as later defined through specific engineering studies, as funds are available.

Policy PS 7.4 The City should encourage the continued construction of flood control facilities to protect areas threatened by inundation, emphasizing underground channels or facilities that



give the appearance of natural water courses.

Policy PS 7.5 The City should maintain evacuation plans for areas that could be affected by flooding or dam failure (as shown in Exhibit 7 (Page III - 9)), with special emphasis on critical and emergency facilities.

Policy PS 7.6 The City shall permit development in a floodplain only if it poses minimal risk to lives and property and is adequately designed so that all structures are capable of withstanding a 100 year flood or greater.

Policy PS 7.7 The City shall discourage the construction of schools and other places of public assembly in areas subject to inundation from dam failure as shown in Exhibit 7 (Page III - 9).

Goal PS 8 To preserve the historic resources of the City from demolition, destruction and/or severe damage, to the greatest extent possible, in the wake of natural and human-caused disasters such as seismic events and fires.

Policy PS 8.1 The City should protect resources listed on the Historic Resources Inventory from premature or inadvertent demolition because of damage caused by a disaster episode.

Policy PS 8.2 The City should incorporate the Historic Resources Inventory into Seismic Surveys to ensure that the post-disaster recovery team is aware of the special value of listed resources to the City.

Policy PS 8.3 The City should, in the wake of an emergency, take reasonable steps to prevent the loss of historic buildings without endangering public safety or contributing to additional property damage.

Policy PS 8.4 In the event of a disaster, the City should stabilize and/or isolate historic structures to permit people with appropriate expertise to further evaluate the damage and to permit property owners to make informed decisions about their buildings before demolishing any structure that is not demonstrably an "imminent threat."

Policy PS 8.5 The City, to the greatest extent possible, should make financial assistance available to owners to enable a thorough study of the feasibility of rehabilitation of damaged historic structures and to secure financing for repairs.



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Recommendations for Implementation - Public Safety (PS)

- I-PS 1:* Continue enforcement of Uniform Building Code seismic safety regulations. When mitigating existing seismic related structural hazards, the historical value of a structure should be considered.
- I-PS 2:* Support efforts to inform the public about seismic hazards, effective mitigation measures and appropriate responses to seismic events. Continue to review and publicize new seismic information as it becomes available.
- I-PS 3:* Evaluate the risks to emergency and critical facilities from seismic activity. Take measures to minimize the risks to these facilities and ensure their continuous operation during seismic events.
- I-PS 4:* Require geologic engineering studies for all structures in excess of 20,000 square feet, in excess of two stories tall, or in potential liquefaction areas identified in Exhibit 6 (Page III - 7).
- I-PS 5:* Negotiate mutual response agreements with County fire districts and departments to enhance fire response and suppression capabilities in the City and surrounding areas.
- I-PS 6:* Require site design of rural and semi-rural properties to incorporate landscaping techniques that minimize risks from fires in adjacent open land while maintaining the aesthetic character of the land.
- I-PS 7:* Continue to provide fire stations throughout the City to maintain the City's spacing standards and ensure acceptable response times.
- I-PS 8:* Regularly test fire hydrants throughout the City, to determine their pressures and capacities. Replace or repair faulty fire hydrants, color code hydrants by capacity and schedule improvements to portions of a system that do not meet the fire flow standards established herein.
- I-PS 9:* Adjust procedures and staffing to ensure minimum police response times of 5 minutes for all priority 1 calls and 12 minutes for all priority 2 calls.
- I-PS 10:* Promote neighborhood watch programs and provide regular crime prevention seminars throughout the community.
- I-PS 11:* Evaluate the City's Emergency Management Program to ensure that: facilities are adequate to meet the needs of the community; facilities are located and constructed to remain operational during disasters; equipment and supplies are adequate to meet the short term needs of the community; adequately trained personnel are available; and the City has



established agreements with relief agencies such as the Red Cross and the Salvation Army to assign disaster relief responsibilities.

I-PS 12: Continue to work with the Federal Emergency Management Agency to minimize risks to life and property. Maintain compliance with FEMA's rules for development in regulatory floodplains and floodways. Establish guidelines for development of additional areas subject to periodic inundation.

I-PS 13: Coordinate with SCAG, the California Council on Criminal Justice and the Federal Law Enforcement Assistance Administration to implement design/planning crime prevention strategies.

C. Transportation Element

The Transportation Element includes *"the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."* (Government Code Section 65302.(b))

Each subsection of this Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions or decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

1. Transportation

Riverside needs to meet the mobility needs of future residents by expanding the existing multi-modal transportation system. As a people-friendly system, it should provide accessibility for all segments of the community in an affordable manner. The future transportation system should incorporate alternate modes, such as automobile travel, transit, cycling and pedestrian travel. Together, they should effectively serve the anticipated population while being sensitive to the natural and built environments. System expansions must be designed to be within the fiscal means of the region; they must also maintain the flexibility to evolve as needs and technology change. The location and design of new facilities must be integrated into the fabric of the surrounding community, protecting the character of that community while meeting the changing needs of its residents. Design of this system should occur through a transportation planning process that is flexible, consistent, comprehensive, participatory and interactive.



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Key Transportation Element Issues

In order to achieve this vision of the future transportation system, seven critical issues have been identified:

Urban Form. How can the City continue to shape its urban form through the design of the future transportation system? The transportation experience is strongly affected by the environment in which it occurs. Similarly, the urban experience is strongly affected by the transportation system. Transportation planning should ensure that urban form and the transportation system are mutually supportive. The transportation system should support higher intensity nodes, encourage infill development, yet serve existing and planned low density areas.

Mobility. How can the City continue to meet the transportation requirements of all segments of the community? The function of a transportation system is to provide for the mobility of people and goods. Transportation can be an activity carried out for its own sake (recreation) or for the accomplishment of other ends. Particular consideration is needed to assure equity of access for the mobility-impaired, youth, and the economically disadvantaged.

Multi-Modal. How can the City identify and develop the best mix of transportation modes to meet future transportation needs? An effective transportation system is one that is composed of a variety of mobility choices ranging from pedestrian walkways to the automobile to emerging public transportation alternatives. Even though public transit ridership has increased in the past several years, motor vehicle travel is still the major mode of transportation. Planning for transportation should encourage a multi-modal system, reducing dependence on the automobile as the primary mode of transportation and responding to new technologies.

Neighborhoods and Environment. How can the City provide transportation for a growing region while protecting existing, established neighborhoods and the natural environment? The superior quality of life in Riverside is associated with the region's natural and built environments. A properly designed and managed transportation system can increase the opportunities for people to utilize these resources while also supporting the viability of existing neighborhoods. At the same time, protection of neighborhood edges, and mitigation of transportation-related noise will reduce the negative effects of an expanded system.

Safety. How can the City ensure the safety of those affected by the transportation system? The transportation system must meet acceptable safety standards and encourage and educate users to follow safe travel behavior.

Planning and Evaluation. What are the appropriate criteria for evaluating the elements of the transportation system? The goal of transportation system planning is to achieve the maximum benefit at the least cost. Each transportation mode will have diverse short and long term implications. The analysis of these implications



should include both tangible and intangible consequences. Level of service criteria, social impacts, economic impacts, and environmental impacts are important criteria for assessment of individual transportation projects as well as the entire transportation system. The City should coordinate its transportation planning with other jurisdictions and establish a process of monitoring and review to ensure cooperation among all entities responsible for transportation service provision.

Cost Effectiveness and Funding. How can the City plan a cost-effective transportation system that is affordable to the City, the user, and the transportation provider? Finite financial resources must be managed so that the most impact is achieved with the fewest dollars. The City needs creative mechanisms for accomplishing its transportation goals. New long and short term funding mechanisms, as well as public-private partnerships, may help to effectively utilize each transportation dollar.

Streets and Highways

Through years of planning and development, the City of Riverside has created an extensive transportation network. This Transportation Element has evolved from the previous 1981 General Plan Transportation Element and subsequent amendments to the 1981 Plan Element. The Transportation Element is designed to accommodate the traffic demands of the 2010 land uses as depicted in the Land Use Diagram (*Located in the Map Pocket of this Document*) of this General Plan.

Transportation System Analysis

A computerized transportation model of the City's street and highway network was created by the Southern California Association of Governments (SCAG) to analyze transportation needs for the year 2010. The transportation model projects traffic volumes and distribution patterns based on updated land use and socioeconomic data. It uses a simulation to represent the planned street network, which is assumed to exist in the target year 2010. The modeling results indicate locations where congestion may result from future traffic demands. A complete description of the model's development and operation is included in Appendix E (*Under Separate Cover.*).

Model Assumptions. A computerized transportation model is designed to simulate the actual conditions of an operating transportation system. It must use a set of assumptions to describe the operation of that system. Due to the complexity of the computer model, some simplifying assumptions are needed to replicate actual system operation. These assumptions, while appropriate for modeling purposes, nevertheless mean that the model does not precisely reflect all of the policy and design standards the City uses in developing its roadway system.

One of the simplifying assumptions used by SCAG for this model is the designation of only three roadway types - freeways, major streets and minor streets. Freeways are assigned a traffic capacity of 2,000 vehicles per hour per lane; major streets are assigned a capacity of 800 vehicles/hour/lane and minor streets 600



vehicles/hour/lane. In contrast, Exhibit 28 (Page III - 46) shows the more detailed listing of street types and capacities used by Public Works in designing the street network.

A second simplifying assumption used in the model relates to speed. The model assumes that in most cases the freeways provide the opportunity for free-flowing traffic movement, while surface streets have numerous intersections and other restrictions. Although this is generally appropriate, the design of particular intersections can reduce their impact on a roadway's carrying capacity. Between intersections, a street's capacity may well be higher than assumed by SCAG's model.

These assumptions are appropriate for use in a computerized transportation planning model. They do differ, however, from the project-specific criteria used in facility design. In developing this Transportation Element, the City of Riverside used the results of the computer modeling as the basis for analysis. Facility-specific review was also conducted to produce a Plan Element that reflects actual conditions as well as the modeled alternatives.

Model Accuracy. Traffic models have varying degrees of accuracy in replicating actual traffic patterns and volumes. The model created by SCAG was able to duplicate the selected 1987 base year within 84% of the actual ground counts. The year 2010 model volumes were adjusted based on variations between the 1987 model volumes and actual 1987 ground counts. This process of adjusting future volumes works well for existing streets; however, roadway links not constructed in the base year and those without base year ground counts cannot be adjusted by the computer. Overall, the SCAG model approximates future City traffic volumes within a 90% to 95% accuracy. This level of accuracy is generally considered to be acceptable in transportation planning.

Results of Modeling. SCAG's year 2010 model results show that travel demand will increase substantially from current levels. Approximately 813,000 trips per day are projected to be generated by the projected population and employment in the City in 2010, nearly double the estimated number in 1987. The model projects an estimated 7 million vehicle miles per day traveled in 2010, also dramatically higher than the 3.2 million estimated for 1987. The modeling identifies a number of roadway segments with Levels of Service potentially below "C". These include the I-215 freeway south of State Route 60 (SR-60) and SR-60 west of SR-91. These major freeways traversing the City will probably operate at very low levels of service during peak hour travel periods. This indicates a forced flow condition with low velocities and heavy congestion. For this reason, some traffic will choose alternate routes to avoid the freeways, thus increasing cross-town movement on the City street network. Construction of freeway facilities with planned capacity is extremely important to operation of the entire transportation system; a small reduction in the future capacity of these large freeway facilities could substantially increase traffic volumes on various parallel and cross-town arterial roadways.



The transportation modeling also identifies other roadways within the General Plan Area that may have service below Level “C”. Analysis of the “*Quality City*” land use alternative indicates some segments of Van Buren Boulevard, La Sierra Avenue, Adams Street, Bradley Street, Hillside Avenue and Washington Street may operate below this level in 2010.

Detailed Analysis. The City Public Works Department evaluated the model results in greater detail to analyze the facility-specific potential for congestion. The City’s service standard was used as the primary criteria in this analysis. This standard establishes the minimum adequate Level of Service as Level of Service D, defined in Exhibit 27 (Page III - 45) of this General Plan.

For some roadway segments, detailed analysis of the modeling results led to planning for additional traffic lanes to provide needed capacity. In other cases, specific operating and design characteristics of individual roadways and intersections allow them to accommodate projected traffic. For example, a roadway with additional left-turn-only lanes at a critical intersection accommodates higher traffic volumes than projected by the computer model. The facility-specific analysis was used to refine the City’s planned street network to accommodate anticipated travel demand, at a Level of Service “D” or better for every street network.

Streets and Highways Diagram

The Streets and Highways Diagram is shown in Exhibit 52, found in the map pocket of this General Plan document. It illustrates the street network required to meet the City’s 2010 traffic demands. Arterial and collector streets are classified according to the functional classifications listed in Exhibit 28 (Page III - 46). Existing and proposed minor streets that are not shown on Exhibit 52 (*Located in the Map Pocket of this Document*) are considered local streets for transportation system planning and design purposes. The Streets and Highways Diagram (*Located in the Map Pocket of this Document*) reflects existing streets, existing streets for which realignment or upgrade is anticipated and future streets and street segments that are classified as arterials or collectors.

Development of the Streets and Highways Diagram (*Located in the Map Pocket of this Document*). Definition of the planned street network for the City of Riverside was based on two primary sources: the City’s previously-adopted Transportation Element and the analysis of future travel demand described above. The resulting street system planned for Riverside includes some existing streets, with functional characteristics and capacity unchanged from the present. New streets and new street segments are planned for construction during the planning period; these new streets will provide routes within developing communities and connections between these developing areas and the existing Riverside community. Some existing streets are also designated for facility expansion or for realignment. These facility changes reflect increasing traffic demand in certain travel corridors over time. Together, these changes to the existing street system will mean the addition of approximately 17



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Exhibit 50: New/Unconstructed Street Segments Identified in the Street & Highways Diagram

Street	Classification	From	To	N/U
"A" Drive	80 ft. Collector	Bradley Street	Overlook Parkway	N/U ³
"B" Drive	80 ft. Collector	Roberts Road	"A" Drive	N/U
Barton Road	66 ft. Collector	Van Buren Boulevard	Orange Terrace Parkway	N
Big Springs Road	66 ft. Collector	Valencia Hill Drive	Mt. Vernon Avenue	N
California Avenue	88 ft. Arterial	Buchanan Street	Pierce Street	U
California Avenue	88 ft. Arterial	Hole Avenue	Tyler Street	U
California Avenue	88 ft. Arterial	Cook Avenue	Harrison Street	U
Canyon Crest Drive	110 ft. Arterial	Via Vista Avenue	Country Club Drive	U
Center Street	88 ft. Arterial	Main Street	Orange Avenue	U
Columbia Avenue	110 ft. Arterial	Northgate Street	Palmyrita Avenue	U
Cottonwood Avenue	88 ft. Arterial	Sycamore Canyon Boulevard	City of Moreno Valley	N/U
Day Street	120 ft. Arterial	Eastridge Avenue	SR-60 Freeway	N
Eastridge Avenue	120 ft. Arterial	I-215 Freeway	Day Street	N
Fremont Street	66 ft. Collector	Central Avenue	Jurupa Avenue	N
Hillside Avenue	66 ft. Collector	Arlington Avenue	Central Avenue	N
Jurupa Avenue	Special Boulevard	Arlington Avenue	Tyler Street	U
Jurupa Avenue	110 ft. Arterial	Crest Avenue	Van Buren Boulevard	U
Lochmoor Drive	66 ft. Collector	Fair Isle Drive	Central Avenue	U
Marlborough Avenue	88 ft. Arterial	Chicago Avenue	Columbia Avenue	U
Mission Grove Parkway	Special Boulevard	Cottonwood Avenue	Blackwood Street	U
Mission Grove Parkway	88 ft. Arterial	Wood Road	Trautwein Road	U
Mulberry Street	66 ft. Collector	Spruce Street	First Street	N
Overlook Parkway	110 ft. Arterial	Washington Street	Alessandro Boulevard	U
Palmyrita Avenue	88 ft. Arterial	Iowa Avenue	Mt. Vernon Avenue	N
Palmyrita Avenue	66 ft. Collector	East La Cadena	Iowa Avenue	N
Pennsylvania Avenue	Special Boulevard	I-215 Freeway	Watkins Drive	N/U
Sycamore Canyon Boulevard	120 ft. Arterial	Alessandro Boulevard	1200 ft. northerly Replaces Brown Street	U
Sycamore Canyon Boulevard	110 ft. Arterial	1200 ft. northerly of Alessandro Boulevard	Fair Isle Drive Replaces Brown Street	U
Via Vista Drive	66 ft. Collector	Overlook Parkway	Alessandro Boulevard	N
Barton Street	88 ft. Arterial	Nandina Avenue	Van Buren Boulevard	N

³ N - New roadway segments may exist, but were not on the previous circulation plans. These segments may require some upgrading.

U - Portions of Unconstructed roadway segments do not currently exist. Many of these segments have been included in previous circulation plans.



Street	Classification	From	To	N/U
Chicago Avenue	88 ft. Arterial	Van Buren Boulevard	Roberts Road	N
Cole Avenue	88 ft. Arterial	Markham Street	Van Buren Boulevard	N
El Sobrante Road	110 ft. Arterial	La Sierra Avenue	Vista Del Lago Drive	N
Gentian Avenue	88 ft. Arterial	Chicago Avenue	Wood Road	N
Krameria Avenue	88 ft. Arterial	Barton Street	Wood Road	N
La Sierra Avenue	110 ft. Arterial	Dufferin Avenue	El Sobrante Road	N
Mariposa Avenue	88 ft. Arterial	Porter Avenue	Cole Avenue	N
Markham Street	88 ft. Arterial	Vista Del Lago Drive	Washington Street	N/U
Markham Street	100 ft. Arterial	Washington Street	Cole Avenue	N/U
McAllister Street	66 ft. Collector	Dufferin Avenue	Oleander Avenue	N
McAllister Street	88 ft. Arterial	El Sobrante Road	Oleander Avenue	N
Mockingbird Canyon Road	88 ft. Arterial	Van Buren Boulevard	Markham Street	N
Nandina Avenue	88 ft. Arterial	Wood Road	Barton Street	N
Oleander Avenue	88 ft. Arterial	La Sierra Avenue	Vista Del Lago Drive	N/U
Porter Avenue	88 ft. Arterial	Mariposa Avenue	Van Buren Boulevard	N
Washington Street	88 ft. Arterial	Van Buren Boulevard	Markham Street	N/U
Wood Road	88 ft. Arterial	Van Buren Boulevard	Markham Street	N
Wood Road	88 ft. Arterial	Roberts Road	Mission Grove Parkway	N/U
Wood Road	100 ft. Arterial	Northerly end of Wood Road	Mission Grove Parkway	N
Vista Del Lago Drive	88 ft. Arterial	El Sobrante Road	Oleander Avenue	N

miles of new streets and the addition of travel lanes to approximately 64 miles of existing streets. These new streets and street expansions or realignments are described in greater detail below.

New Streets. Several streets, or street segments, are shown on the Streets and Highways Diagram (*Located in the Map Pocket of this Document*) that do not physically exist today. They are designed to provide additional network capacity where needed to meet projected 2010 traffic demands. Most of these new streets are located in the developing area of Alessandro Heights, near Overlook Parkway, and in the community of Woodcrest, located within the City's Sphere of Influence. These new streets are listed in Exhibit 50 (Page VII - 46). The alignments of Streets "A" and "B" as shown on Cagney conceptual plan are deemed to comply with the draft Circulation Diagram (Exhibit 52 (*Located in the Map Pocket of this Document*)) with precise alignments to be established through the development approval process.

Expansion or Realignment of Existing Streets. Several existing streets will require added capacity and, in some cases, changes in functional classification, to accommodate projected 2010 traffic demands. Most significantly, Van Buren Boulevard will require widening to eight lanes between Jurupa Avenue and the Riverside city limits



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Exhibit 51: Street Changes from the Previously Planned Network

Street Expansions or Changes in Classification			
Street	From	To	Between
Adams Street	66 ft. Arterial	66 ft. Collector	Central Avenue & Jurupa Avenue
Alessandro Boulevard	110 ft. Arterial	120 ft. Arterial	Trautwein Road & Moreno Valley
Arlington Avenue	110 ft. Arterial	120 ft. Arterial	Rutland Avenue & Airport Drive
Chicago Avenue	110 ft. Arterial	6-Lane 1120 ft. Arterial	Alessandro Boulevard and Central Avenue
Columbia Avenue	110 ft. Arterial	120 ft. Arterial	I-215 Freeway & Northgate Street
Columbia Avenue	66 ft. Collector	110 ft. Arterial	Northgate Street & Palmyrita Avenue
Eastridge Avenue	88 ft. Arterial	120 ft. Arterial	Sycamore Canyon Boulevard & I-215
Fairmount Boulevard	66 ft. Secondary	Delete	Market and Strong Streets
Garner Road	66 ft. Secondary	Delete	West of Orange Street
Iowa Avenue	66 ft. Collector	110 ft. Arterial	Pennsylvania Ave. and University Ave.
Iowa Avenue	110 ft. Arterial	120 ft. Arterial	Massachusetts Avenue and Center Street
La Sierra Avenue	110 ft. Arterial	120 ft. Arterial	1000 ft. S'ly of Indiana and Magnolia Avenues
Magnolia Avenue	110 ft. Arterial	120 ft. Arterial	Van Buren Boulevard & Arlington Avenue
Magnolia Avenue	110 ft. Arterial (Scenic Blvd.)	120 ft. Arterial (Scenic Blvd.)	Banbury Drive and Tyler Street
Market Street	88 ft. Arterial	100 ft. Arterial	First Street and Santa Ana River
Marlborough Avenue	66 ft. Collector	88 ft. Arterial	Chicago and Palmyrita Avenues
Mission Grove Parkway	88 ft. Arterial	100 ft. Arterial	Trautwein Road and Cannon Road
Mission Grove Parkway	80 ft. Collector	Special/Scenic Boulevard	Cannon Road and Canyon Crest Drive
Poplar Street	66 ft. Secondary	Delete	Main Street and Mulberry Street
Rivera Street	66 ft. Secondary	Delete	Columbia Avenue and Center Street
Rubidoux Avenue	80 ft. Secondary	Delete	Grand and Brockton Avenues
Spruce Street	66 ft. Secondary	Delete	Watkins Drive and Valencia Hill Drive
Third/Blaine Street	88 ft. Arterial	120 ft. Arterial	Trade Center Drive and Iowa Avenue
Van Buren Boulevard	120 ft. Arterial	144 ft. Arterial	Northerly of Jurupa Avenue (including the Santa Ana River bridge crossing)
Van Buren Boulevard	110 ft. Arterial	120 ft. Arterial	Firethorn Street and I-215 Freeway
Washington Street	88 ft. Arterial	110 ft. Arterial	Kitchener Street and Overlook Parkway
Street Realignments			
Central Avenue	Acorn Street and Doolittle Avenue		
Columbia Avenue	Northgate Street and Palmyrita Avenue		
East La Cadena Drive	Poplar Street and Spruce Street		
Marlborough Avenue	Iowa Avenue and Palmyrita Avenue		
Mission Grove Parkway	Trautwein Road and Alessandro Boulevard		
Overlook Parkway	Alessandro Boulevard and Washington Street		
Van Buren Boulevard	Arlington Avenue and Jurupa Avenue along existing Doolittle Avenue		



to accommodate the increase in projected traffic using this route. The streets planned for changes in functional classification are listed on Exhibit 51 (Page VII - 48).

Several streets have also been realigned due to changing development patterns. The most notable street realignments are Central Avenue and Van Buren Boulevard. These arterials are proposed to be realigned as a result of the Riverside Municipal Airport's needs for additional clear space. Streets identified for realignment are also listed in Exhibit 51 (Page VII - 48).

Special Streets. In addition to the functional street classifications described above, the Streets and Highways Diagram (*Located in the Map Pocket of this Document*) identifies some City streets as special or scenic boulevards. These special streets are described below.

- **Special Boulevard** - A two-lane divided street with a variable cross section. Additional lanes may be required at intersections on all Special Boulevards to allow for turning traffic. Any provisions for additional lanes at intersections on Victoria Avenue which require pavement widening shall require City Council approval, and should minimize the loss of parkway and landscaping. Five City streets have portions of their overall length designated as Special Boulevards: Victoria Avenue, Jurupa Avenue, Ransom Road, Pennsylvania Avenue (proposed street on University of California campus), and Mission Grove Parkway.
- **Scenic Boulevard** - Designates special street landscaping and possible additional right-of-way (These streets were termed "Special Boulevards" in the 1981 Transportation Element).
- **144 ft. Arterial** - An eight-lane divided street. This roadway classification is similar to a 120 ft. arterial with an additional through lane in each direction to accommodate large traffic volumes. The only City street having this classification is Van Buren Boulevard, from Jurupa Avenue to the Santa Ana River.

Streets and Highways Diagram Capacity. Provided this Streets and Highways Diagram (*Located in the Map Pocket of this Document*) is implemented by the year 2010, it is anticipated that most City streets will operate at a Level of Service "D" or better. It is anticipated that only the freeway segments listed above (I-215 south of SR-60 and SR-60 west of SR-91) will consistently operate below this service level in 2010. For other major streets, roadway segments that may operate at lower Levels of Service will be located near freeway access ramps, major commercial or industrial centers and major regional arterial roadway intersections. Congestion would most likely be encountered at some intersections during peak travel periods. Facility specific design will be used to construct roadway improvements that provide the greatest capacity within a particular right-of-way, in accordance with the policies listed below.



Streets and Highways Goals and Policies

Goal T 1 To build and maintain a transportation system which combines a mix of transportation modes and transportation system management techniques, and which is designed to meet the needs of Riverside's residents and businesses, while minimizing the transportation system's impacts on air quality, the environment and adjacent development.

Policy T 1.1 The City shall identify a major arterial road network consisting of collector and arterial streets to adequately convey existing traffic and projected year 2010 traffic, according to service levels described in this section of the General Plan.

Policy T 1.2 Level of Service "D" is an acceptable standard and Level of Service "E" is a minimum acceptable standard for transportation planning and facility design. Level of Service "F" may continue to exist in some circumstances. The definitions of levels of service A-F are provided in Exhibit 27 (Page III - 45).

Policy T 1.3 The City shall balance the need for free traffic flow with economic realities and environmental and aesthetic considerations, such that streets are designed to handle normal traffic flows with tolerances to allow for potential short term delays at peak flow hours.

Policy T 1.4 The City should improve street service and traffic safety levels to make full use of existing roadway capacity.

Policy T 1.5 The City should periodically review current traffic volumes and the actual pattern of urban development to coordinate, design and modify planned road improvements as necessary to meet the projected travel needs of the community.

Policy T 1.6 The City should consider all alternatives for increasing street capacity before physical street widening is recommended for streets within existing neighborhoods.

Policy T 1.7 The City should base street widths to improve traffic flow on site specific conditions rather than absolute standards. A flexible approach whereby the street is designed to fit an individual situation shall prevail over the blanket application of a uniform design standard.



- Policy T 1.8* The City shall endeavor to minimize the occurrence of streets operating at level of service “F”.
- Policy T 1.9* The City should develop a street network, based on Exhibit 52 (*Located in the Map Pocket of this Document*), that meets traffic circulation needs without sacrificing the function and quality of the City’s existing and future residential neighborhoods.
- Policy T 1.10* The City shall design street improvements considering the effect on aesthetic character and livability of residential neighborhoods along with traffic engineering criteria.
- Policy T 1.11* The City shall promote citizen involvement in decisions regarding major street widening projects through the direct involvement of the area residents affected.
- Policy T 1.12* The City should coordinate its local transportation planning activities with those of associated county, regional and state agencies.
- Policy T 1.13* The City should encourage through traffic to use freeways and arterial streets rather than local residential streets. The City may implement traffic modification measures for local residential streets where reasonably warranted, including the following: one-way streets, street closures, speed bumps, raised medians, traffic circles, traffic striping and signing. The City should employ the above traffic measure only after public hearings by the Planning Commission and City Council and after making the following findings:
- The measure will provide for the health and safety of the citizenry and will not substantially impair the rendering of emergency and public services;
 - The measures will not unreasonably interfere with general traffic circulation via the public rights-of-way designated as major and secondary streets in the Circulation Diagram of the General Plan;
 - There is sufficient evidence to indicate that one or more of these conditions exist:
 - An abnormally high percentage of traffic is unrelated to the local neighborhood and is merely passing through;



- Street design or conditions permit excessive vehicular speeds;
- There is a separate street from the general neighborhood circulation pattern to preserve the unique character or adjacent properties, to encourage pedestrian, equestrian or non-motorized vehicular travel and/or to discourage crime, noise, air pollution, and other hazards to public safety and welfare;
- In the case of street closure, a separate factual finding must be made that the street is no longer needed as contemplated by the California Vehicle Code Section 21101.

- The measures will not unreasonably restrict access to adjacent properties nor impair the constitutionally guaranteed rights of any individual or group. Releases may be acquired as determined by the City Attorney.
- The measures will not create an unacceptable internal circulation system characterized by any excessively long dead-end or cul-de-sac street, poor aesthetics, poor drainage, difficult maintenance requirements or poor street design geometry.

Policy T 1.14 The City should support and participate in the creation of adequate regional, multi-modal transportation systems and linkages and should support long range funding for transit and other alternative transportation modes.

Policy T 1.15 The City should work with the railroads and state agencies to minimize the safety and congestion effects of rail line crossings of major streets.

Policy T 1.16 The City should de-emphasize on-street parking throughout the community so the designed capacity of streets and thoroughfares can be reserved for the movement of traffic and access to adjacent land use activities.

Policy T 1.17 The City should design all street improvement projects in a comprehensive fashion to include consideration of street trees, pedestrian walkways, bicycle lanes, equestrian pathways, signing, lighting, noise and air quality wherever any of these factors are applicable. Citizen involvement in major street widening projects should be sought.



- Policy T 1.18* The City shall emphasize the landscaping of scenic highways, parkways and boulevards and shall support the inclusion of pedestrian and bicycle paths in appropriate locations throughout the community.
- Policy T 1.19* The City should consider the use of special design traffic control devices which reflect the historic or aesthetic character of the neighborhoods in which they are located.
- Policy T 1.20* The City should create a comprehensive detailed design for Victoria Avenue, including a landscaping plan.

Mass Transit Goals and Policies

Goal T 2 To provide adequate, affordable, equitably distributed and energy efficient public transportation for the citizens of Riverside.

- Policy T 2.1* The City should endeavor to improve transportation opportunities for the elderly, handicapped, disadvantaged and low-income groups.
- Policy T 2.2* The City should encourage the Riverside Transit Agency to expand the existing bus system and make provisions for future public transportation consistent with the Riverside Countywide Transportation Plan.
- Policy T 2.3* The City should support planning for a mix of transportation modes aimed at the effective utilization of energy resources.
- Policy T 2.4* The City should support expansions of the public transportation system to provide enhanced service to a larger geographical area. Services should be extended to urbanizing areas and to park and ride facilities in more rural areas.
- Policy T 2.5* The City should evaluate transportation alternatives versus community needs as they relate to future local, state and national guidelines for energy use.
- Policy T 2.6* The City should work with the Riverside County Transportation Commission (RCTC) to pursue the development of a commuter and/or light rail system that will serve as an intra- and inter-county public transportation system.



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- Policy T 2.7* Transit stations should be located near major employment centers, in order to build support for the transit system and to reduce automobile travel to these centers.
- Policy T 2.8* The City should coordinate with the Riverside County Transportation Commission (RCTC) and other governmental entities to achieve an integrated and comprehensive transit system that will adequately service the needs of the community, and to coordinate provision of transit services with the design, construction and operation of the City's street system.
- Policy T 2.9* The City should give priority to the development of trip reduction programs and development of ride-sharing facilities over mixed flow highway capacity expansion.
- Policy T 2.10* The City should support legislation at the State and Federal levels that would allow profit received from specific ride-sharing programs to be tax exempt and to establish tax credits for van-pools which operate vehicles that use alternative fuels.
- Policy T 2.11* The City should encourage employers of 100 or more employees, as well as developers of large new developments to form Transportation Management Associations (TMAs). These TMAs should have mandatory participation by each employer and developer and should fund the development and coordination of trip reduction plans.
- Policy T 2.12* The City should consider modification of parking requirements to discourage the use of single-occupant vehicles and encourage the use of mass transit.
- Policy T 2.13* The City should support improved mass transit performance and availability. To this end, establishment of developer fees to offset transit development costs should be evaluated by the City.
- Policy T 2.14* The City should support merchant transportation incentives, which would require large retail establishments to offer customer ride-sharing incentives and require owners/managers/developers of both new and existing large retail establishments to provide facilities for non-motorized transportation needs.



- Policy T 2.15* The City should require that the development of any new special event center with capacity in excess of 10,000 include facilities for off-site parking lots, Park-n-Ride programs and incentives for mass transit use, including the sale of discounted transit passes with ticket purchases.
- Policy T 2.16* The City should develop programs to provide incentives for ridesharing, such as ramp metering, high occupancy lanes on the Riverside Freeway and downtown intercept parking.
- Policy T 2.17* The City should work with regional planning entities to relieve commuter traffic congestion through improvements in the freeway system and the regional bus systems. Special attention should be paid to mitigating the impact of commuters on the traffic flow within the City limits.
- Policy T 2.18* The City should encourage the Riverside Transit Agency to make provisions to carry bicycles on buses for those commuters who wish to use intermodal means of transportation.

Airport Goals and Policies

Goal T 3 To support and expand airport services for the Riverside community.

- Policy T 3.1* The City should adopt an airport master plan to meet the community's projected air travel needs through the year 2010. This plan should also address issues of airport compatibility with existing development.
- Policy T 3.2* The City should pursue regularly scheduled air service for the community at the Riverside Municipal Airport.
- Policy T 3.3* The City should promote and develop the Municipal Airport as a means to relieve increasing congestion at other airports.
- Policy T 3.4* The City should establish a marketing program to promote airline services once they are initiated.
- Policy T 3.5* The City should protect flight paths from inappropriate development encroachment.
- Policy T 3.6* The City should consider new access roads into the proposed commercial aviation center.



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- Policy T 3.7* The City should place a high priority on air safety through careful planning and management of the airport system.
- Policy T 3.8* The City should limit building heights and land use intensities beneath airport approach and departure paths to protect public safety.

Bicycle and Pedestrian Goals and Policies

Goal T 4 To provide a safe, integrated system of bicycle and pedestrian paths throughout the Riverside General Plan Area.

- Policy T 4.1* Exhibit 53 (Page VII - 59) depicts the general location of bicycle routes in the General Plan Area. These routes should be considered in the design of transportation facilities and in the development of adjacent land uses.
- Policy T 4.2* The City should provide bicycle routes to all community and regional parks to enhance their accessibility.
- Policy T 4.3* The City should provide bicycle access to major educational, employment, shopping and other significant activity centers.
- Policy T 4.4* The City should evaluate the needs of bicycle traffic in the planning, design, construction, and operation of all roadway projects funded by the City.
- Policy T 4.5* The City should design and maintain public bicycle and pedestrian facilities for user convenience and safety.
- Policy T 4.6* The City should provide sufficient paved surface width to enable bicycle traffic to share the road with motor vehicles where traffic volumes and conditions warrant.
- Policy T 4.7* The City should provide bicycle compatible streets with route numbers and signs at intersections to warn drivers of motorized vehicles of the potential bicycle traffic.
- Policy T 4.8* The City should design intersections for safe bicycle accommodation.
- Policy T 4.9* The City should encourage pedestrian travel through the creation of “pedestrian friendly” sidewalks and street crossings.



Recommendations for Implementation - Transportation (T)

- I-T 1:* Continue to work with the State Department of Transportation and SCAG to monitor and report traffic counts throughout the City. These counts should be used to help monitor the levels of service of various roadways and to schedule roadway improvements.
- I-T 2:* Prohibit parking on key collector and arterial streets during peak commuter hours. Parking should be prohibited at all times if it interferes with the level of service of the street.
- I-T 3:* Increase the costs of non-residential parking throughout the City to discourage inefficient use of automobiles.
- I-T 4:* Schedule improvements to City streets in a manner that maximizes the levels of service on collector and arterial streets within the confines of available resources.
- I-T 5:* Work closely with the State to ensure that State roads are designed and built to accommodate demands.
- I-T 6:* Review proposed street modifications to ensure compatibility between roadways and the neighborhoods through which they are built.
- I-T 7:* Promote public involvement in the planning stages of all roadway improvements affecting existing neighborhoods.
- I-T 8:* Prior to widening existing roads, evaluate all alternatives that would accomplish the same goal of increasing traffic flow. Alternatives include, but are not limited to: adding or modifying turning and deceleration lanes; adjusting the location and/or timing of signals; using alternative roadways and alignments; and altering the traffic flow through use of swing lanes or one-way streets.
- I-T 9:* Employ necessary measures to avoid inappropriate and undesirable use of local streets by commuters. These measures may include the use of one or more of the following: one-way streets, street closures, speed bumps, raised medians, traffic circles, traffic striping and traffic signage.
- I-T 10:* In designing street improvements, include plans for landscaping, noise abatement, air quality, signage, lighting and pedestrian crosswalks. Where appropriate, these plans should include provisions for bicycle paths, pedestrian walkways and equestrian pathways.



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- I-T 11:* Work with the Riverside Transit Authority to enhance services for the elderly, low income groups, the handicapped and disadvantaged. Seek to expand services to new areas as potential ridership increases.
- I-T 12:* Coordinate with mass transit providers throughout the region to provide linkages between mass transit systems.
- I-T 13:* Work with the Riverside County Transportation Commission to pursue the use of commuter or light rail for intra- and inter-County public transportation. This system should be integrated with existing bus systems and have stations located near major employment centers.
- I-T 14:* Establish a model Transportation Management Association to reduce the number of employee work trips. The City should encourage employers with at least 100 employees to establish Transportation Management Associations and guide them through the process. By July 1, 1995, the City should adopt standards for TMAs and mandate participation.
- I-T 15:* Adopt standards for the provision of bicycle racks at multi-family and non-residential facilities.
- I-T 16:* Increase incentives for ridesharing through the use of ramp metering, high occupancy vehicle lanes, higher parking costs, limited parking availability and park-and-ride facilities.
- I-T 17:* Coordinate with the Riverside County Airport Land Use Commission to ensure compatibility between airport operations and development of affected property.
- I-T 18:* Develop a system of bicycle routes generally corresponding to Exhibit 53 (Page VII - 59). This system should link parks, open spaces, schools, and other significant activity centers such as major employment and shopping centers. Where bicycle routes follow streets, bicycle traffic should be separate from automobile traffic wherever practical. Bicycle lanes should be clearly marked and all intersections along bicycle routes should be clearly marked to warn drivers of motorized vehicles of potential bicycle traffic.
- I-T 19:* Coordinate with Riverside County Transportation Commission, SCAG, WRCOG, and the State Department of Transportation to develop a Congestion Management Plan and pursue development of a commuter and/or light rail system.

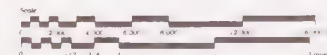




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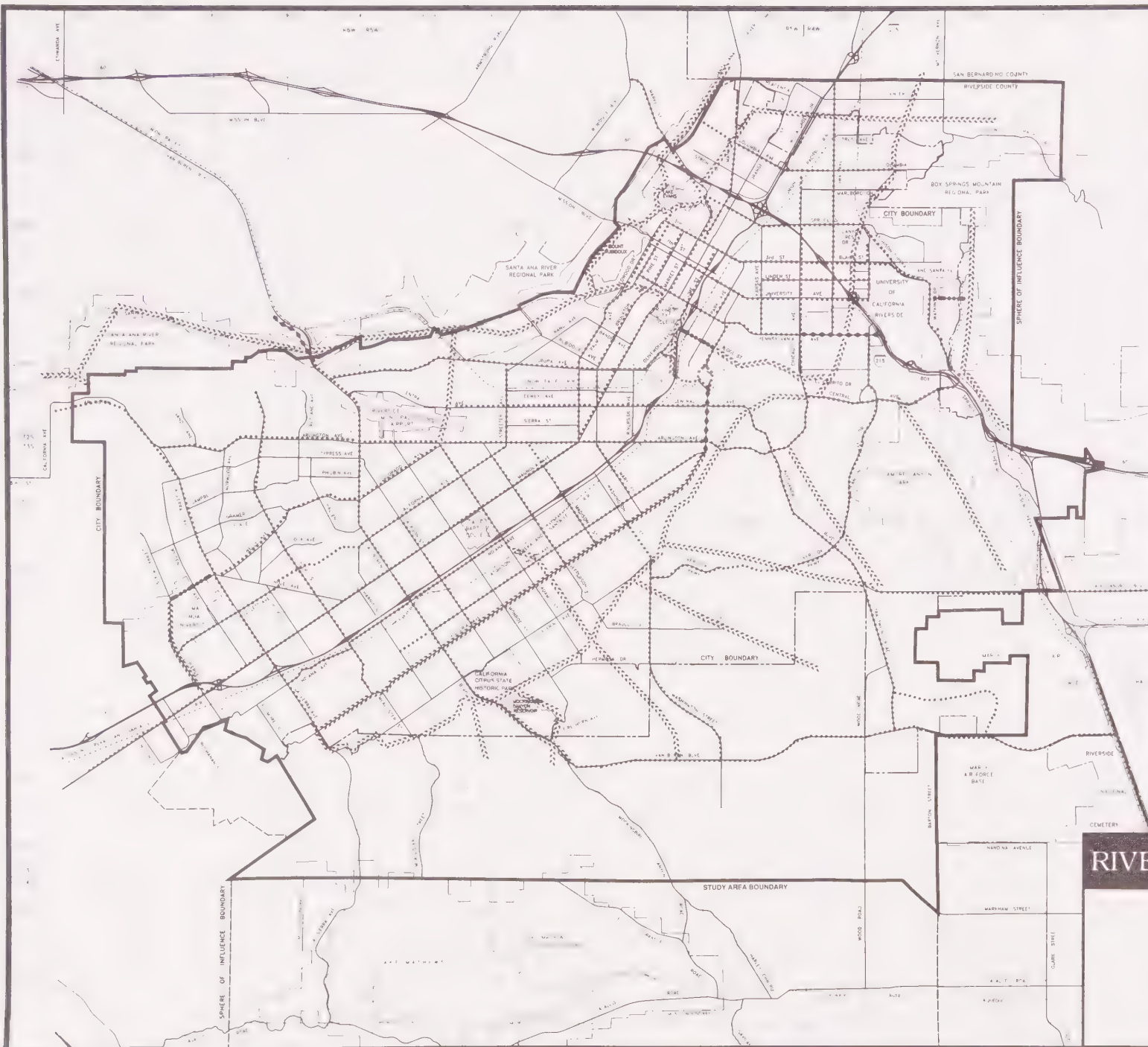
- ◆◆◆◆ COMMUTER CLASS 1 BIKE ROUTE
- COMMUTER CLASS 2 BIKE ROUTE
- ~~~~~ RECREATIONAL CLASS 1 BIKE ROUTE
- RECREATIONAL CLASS 2 BIKE ROUTE

Source: City of Riverside Park & Recreation Department 1991



RIVERSIDE GENERAL PLAN

Exhibit 53 BICYCLE ROUTES



Section VII — Growth Management

- I-T 20:* Coordinate with local employers and operators of commercial centers to implement trip reduction programs.
- I-T 21:* Coordinate with the Riverside County Transportation Commission to support the needs for and promote the use of mass transit in Riverside. The City should serve as a liaison to coordinate bus routes with public service agency sites.
- I-T 22:* At such time as a right-of-way is identified for potential abandonment, the City should review it for possible usage as a linkage for recreation or bicycle uses.

D. Noise Element

The Noise Element identifies and appraises “*noise problems in the community ... [recognizes] the guidelines established by the Office of Noise Control in the State Department of Health and Services and [analyzes and quantifies] ... current and projected noise levels for all of the [sources identified by the State].*” (Government Code Section 65302.(f))

This Element lists goals, policies and recommendations for implementation. Goals describe a desired state of affairs for the future. They are broad public purposes toward which policies and programs are directed. Policies are statements of government intent against which individual actions or decisions are evaluated. Recommendations for implementation propose specific actions which Riverside may choose to take in achieving the goals of the General Plan.

1. Noise

Noises play a significant role in shaping the quality of life in a city, directly affecting its public and economic well being. While noises are an unavoidable aspect of city life, their negative impacts can be reduced. Riverside can ameliorate the effects of noise by coordinating the locations of various land uses and employing various design features such as noise buffers.

Key Noise Issues

Minimizing Noise Impacts from Transportation Facilities. How can Riverside maintain a first-rate transportation system and a quiet livable environment? Riverside’s transportation system is the most pervasive source of noise in the community. Growth and resultant increases in traffic are likely to increase the noise output from the transportation system. Riverside should mitigate the impact of noise from streets, railroad lines, and aviation operations to reach the goals of a “*Quality City*”.



Minimizing Noise Impacts from Industrial Facilities. How can Riverside attract a diverse mix of employers without impinging on its quiet neighborhoods? Many commercial and industrial operations are inherently noisy. Riverside should expand its employment base to achieve the goals of this Plan. To preserve the integrity of its neighborhoods, while expanding its employment base, the City should provide for and buffer industrial and residential uses.

Effects of Noise

Excessive noise levels can have adverse effects on the physical and mental health of people, as well as their enjoyment of the environment and their pursuit of work and leisure activities. Some of these effects are difficult to measure because individuals vary widely in their sensitivity to noise. Still, these effects are very real and significant. Excessive noise can lead to:

- Permanent deterioration in hearing ability. Although hearing loss normally occurs only after prolonged exposure to intensive noise, longer term exposure to moderately loud sounds has been known to cause hearing degradation.
- Numerous stress related physiological changes in the body, such as vascular constriction and blood elevation. Usually these stress reactions to noise (particularly noises above the level of 80 dBA)⁴ are only temporary, but if high noise levels are common, some of these effects may become chronic.
- Sleep disturbance and resulting fatigue. A sleeper may be unaware of the ways in which sleep is interrupted by noise. A noise that is not sufficient to wake an individual may still impair the quality of sleep, leaving the individual tired despite having slept a sufficient number of hours.

In addition to the health costs, unabated noises can directly affect the economy of a city by reducing property values, tax revenues and the ability of a city to attract quality residential and non-residential investment. Airports, industries, railroads and arterial streets can contribute greatly to the prosperity of a city, but they can also limit the usefulness and value of properties subject to their spill-over noises. By identifying key sources of noise in the community and abating their impacts on noise sensitive land uses, Riverside can enhance the high quality of life its residents already enjoy.

Current Sources of Noise

As in most cities, transportation systems are the most pervasive source of noise in the City of Riverside. In addition to traffic noise, industrial activities generate substantial noise. Exhibit 15 (Page III - 24) illustrates existing contours of

⁴ dB - Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear

dBA - The "A-weighted" scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness through the noise is actually ten times more intense.



Section VII — Growth Management

Community Noise Equivalent Levels (CNEL)⁵ of 60 dB or more. This level reflects the State's recommended limit for exterior noise levels for residences. Appendix D (*Under Separate Cover.*) lists measurements of noise levels throughout the City. Primary roadway sources include vehicle traffic on State Routes 91, 60, and 215. Sound levels were measured at up to 77 Ldn/CNEL at the residential building setback along SR 91, and up to 68 Ldn/CNEL at the survey locations along SR 60.

A large portion of the existing urbanized area of the City is impacted by a noise level of 55 dB CNEL or greater, including considerable amounts of land devoted to residential uses. An approximately 1.5 mile wide noise impacted corridor extends the length of the City in a north/south direction and is situated adjacent to such major transportation routes as the Riverside Freeway, Magnolia Avenue, and the Santa Fe Railroad. Other noise impacted areas are situated along both sides of the Escondido Freeway, the Union Pacific Railroad, and around the Riverside Municipal Airport.

Aircraft from March Air Force Base have significant impacts on the City. March Air Force Base is a major contributor to the noise environment on the east side of the City of Riverside. Sound levels of 65 to 80 dB CNEL from the aircraft operations have been recorded in Riverside. The areas most impacted by this source are Canyon Crest, Sycamore Canyon, and Alessandro Hills.

In the industrial areas along Jefferson Street, sound measurements were taken adjacent to the residence at 2809 Jefferson. The sound levels, due primarily to mechanical equipment and other sources at the nearby industrial plant, were measured at approximately 55 dBA, which corresponds to a CNEL of 62 dB based on a 24 hour operation. The noise is variable and was reported to be louder sometimes than during the measurement period. Various industrial facilities are located in this area in the vicinity of existing residences.

At the residential property line across Cypress Street from the Rohr Plant, a relatively high level of industrial noise, in the range of 67 dBA, was measured. This level corresponds to a Ldn/CNEL of 74 dB based on 24 hour operation of the plant, and is well above the State's recommended standards illustrated in Exhibit 54 (Page VII - 63).

Experience in various communities indicates that low frequency noise from industrial plants can be a source of annoyance at locations over one-half mile away. Low noise carries over such distances because it is not greatly attenuated by atmospheric effects. The reaction of people to industrial plant noise, and other community noise, is dependent on the environmental setting, the climatic conditions, previous experience of the community, and the character of the noise.

⁵ The CNEL sound weighting was used throughout the analysis in this element. CNEL sound weighting will typically be similar to the Ldn, day/night average weighting. However, CNEL and Ldn are not necessarily equivalent.



Exhibit 54: Maximum Noise Levels for Various Land Uses

Land Use Category	Community Noise Exposure Ldn OR CNEL, dB					
	55	60	65	70	75	80
Residential						
Transient Lodging, Motels, Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						
Golf Courses, Riding Stables, Water Recreation, Cemeteries						
Office Buildings, Business Commercial and Professional						
Industrial, Manufacturing, Utilities, Agriculture						

Normally Acceptable

Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements

Conditionally Acceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design

Normally Unacceptable

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design

Clearly Unacceptable

New construction or development clearly should not be undertaken

Source: California Department of Health, Office of Noise Control. Feb 1976



Projected Noise

The contours mapped in Exhibit 55 (Page VII - 65) represent Community Noise Equivalent Levels (CNEL) of 60 dB CNEL or more for development conditions in the year 2010. The 60 dB CNEL contours reflect the recommended limit for exterior noises at residences. Sample streets with 55 dB CNEL contours are provided for reference.⁶ Traffic conditions responsible for noise contours are based on traffic that would likely result from the development, through the year 2010, of land uses illustrated on the Land Use Diagram (*Located in the Map Pocket of this Document*).

The contours were developed from sound measurement data collected by General Plan Consultants, Earth Metrics, Inc., with adjustment for projected traffic increases to the year 2010. The measurements were taken along state highways, arterials and at sensitive receptor locations. Contours related to air traffic were derived from information provided by the City of Riverside concerning aircraft noise.

Review of the noise contour values in relation to land uses shown on the Land Use Diagram reveals the following:

- Relatively high sound levels will occur at parcels along SR 91 south of Arlington Avenue and also along the Atchison Topeka and Santa Fe Railroad. These are areas with existing medium density residential development.
- Sound levels in excess of 70 and 65 dB CNEL from March Field aircraft operations will occur at various developed residential parcels and in excess of 65 dB CNEL for some areas designated for low density residential use.
- Sound levels over 60 dB CNEL will occur at existing medium density and moderate hillside residential parcels near the Riverside Airport and along some of the local roadways including Magnolia Avenue, Arlington Avenue, La Sierra Avenue, and Jackson Street.

Noise Mitigation







Careful coordination of land uses is a primary tool for minimizing the impacts of urban noises on a community. Zoning can be used to separate land uses that are sensitive to noises from noise generators. As illustrated in Exhibit 54 (Page VII - 63), land uses sensitive to noises include residences, religious institutions, schools, hospitals and some recreational uses. Noise generators include streets, railroads, airports and industrial activities. The existing noise measurements listed in Appendix D (*Under Separate Cover.*) and the projected noise contours illustrated in Exhibit 55 (Page VII - 65) have guided the development of the land use and transportation elements. Wherever possible, noise generators such as major streets and industrial areas have been separated from noise sensitive land uses.

⁶ Streets of similar function with generally similar traffic volumes will tend to have similar noise contours. Therefore, the sample 55 CNEL contours may be used to predict the 55 CNEL noise level in other parts of the City.





LEGEND

-  55 - 60 dB CNEL
-  60 - 65 dB CNEL
-  65 - 70 dB CNEL
-  70 - 75 dB CNEL
-  75 - 80 dB CNEL
-  80 + dB CNEL

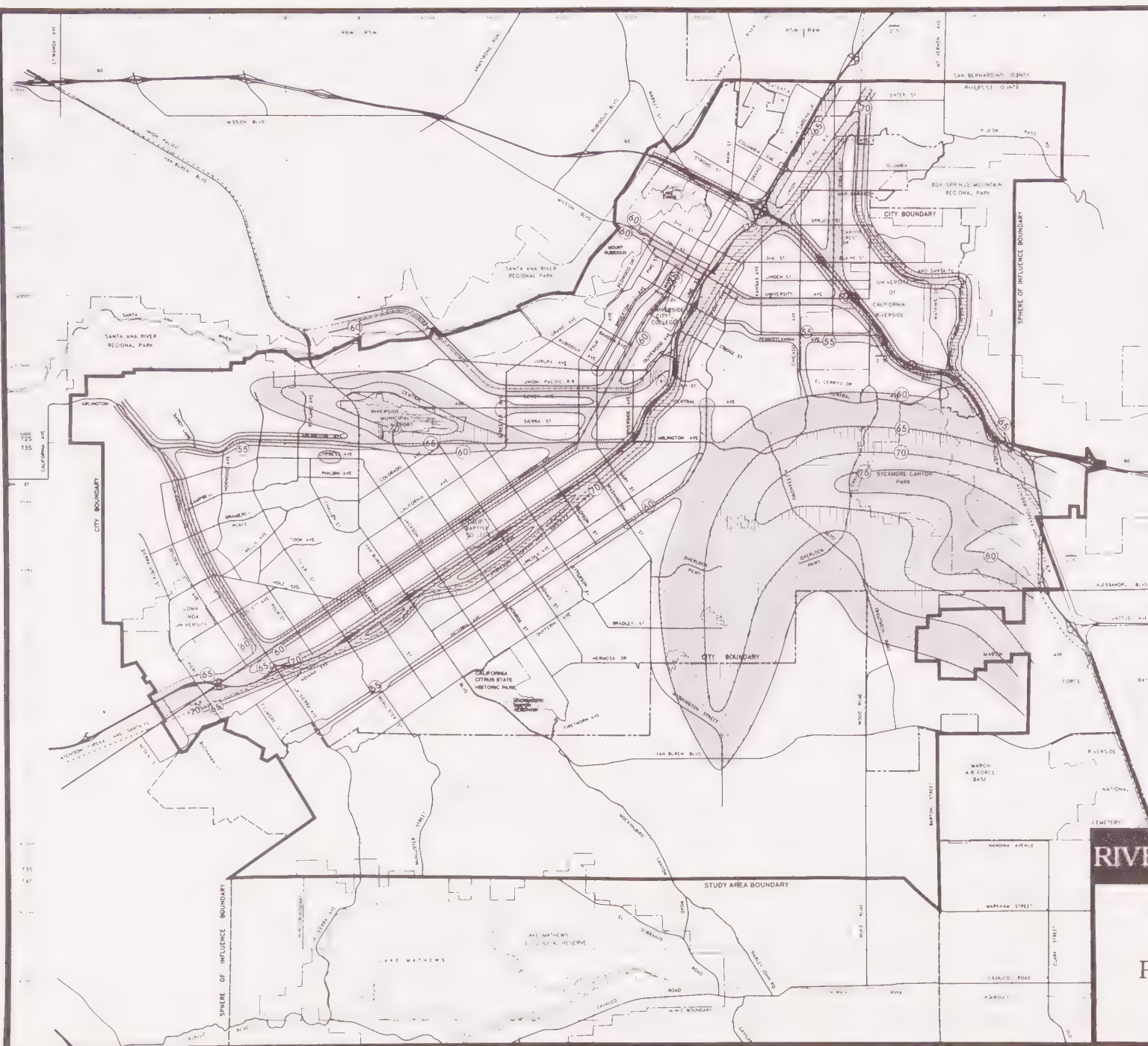
dB CNEL - Community Noise Equivalent Level is the average A-weighted sound level in decibels during a 24 hour day

Source: Earth Metrics, Inc.



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Exhibit 55 PROJECTED NOISE CONTOURS



In addition to separating noise generators from noise sensitive land uses, the impacts of noises can be reduced through a variety of structural techniques. Roadway noise can be mitigated by the use of sound walls, vegetative or structural buffers, building orientation, localized barriers, and insulation measures applied to affected buildings. The location of new roadways can dramatically affect community noise levels. In general, industrial noise can be mitigated at the source through the use of sound walls, noise source muffling, buffering techniques and good site design. However, the effectiveness of sound walls is limited when the source is of very low frequency or is elevated.

In some areas with existing or potential noise conflicts, protecting the noise receptor is often more efficient than muffling the noise generator. The City can play a key role in ensuring that residences within the 60 dB CNEL noise exposure contour are adequately insulated from external noises.

In summary, Riverside has numerous opportunities to mitigate noise impacts through sound planning and active noise abatement. By coordinating the locations of streets and various land uses, by employing strict site design standards and by requiring appropriate building techniques, the City can minimize the deleterious effects of noise and maintain its high quality of life.

Noise Goals and Policies

Goal N 1 To minimize noise levels throughout the community and, wherever possible, mitigate the effects of noise to provide a safe and healthy environment.

Policy N 1.1 The City should improve noise abatement and control measures within residential neighborhoods and areas adjacent to industrial areas, major transportation corridors and air traffic facilities.

Policy N 1.2 The City should adopt standards for maximum permissible levels and durations of noise emanating from various stationary sources by land use category. Noise abatement should not impose undue financial hardship on residential property owners or community business interests. Standards shall be based on the general guidelines shown in Exhibit 54 (Page VII - 63).

Policy N 1.3 The City should avoid locating noise sensitive land uses such as hospitals, schools and homes in existing and anticipated noise impacted areas without using noise reduction techniques.



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Policy N 1.4 The City should avoid locating noise generating facilities in proximity to areas devoted to noise sensitive land uses.

Policy N 1.5 The City should encourage the State Department of Transportation to mitigate the noise from existing and planned highway segments and interchange projects.

Goal N 2 To make maximum use of existing City regulatory processes and resources to control noise.

Policy N 2.1 The City should prohibit annoying, excessive and unnecessary noise from all sources which are subject to its regulatory powers.

Policy N 2.2 The City shall maintain City vehicles and equipment in good condition, with appropriate muffler devices to minimize noise emissions.

Policy N 2.3 The City shall be responsive to noise complaints and concerns from the community by assigning City staff to the investigation of noise complaints.

Policy N 2.4 The City shall make available to its residents information about controlling interior and exterior acoustic environments.

Policy N 2.5 The City shall continue to require environmental analyses for new development projects, according to the City of Riverside and California environmental regulations, to address noise concerns.

Policy N 2.6 The City shall consider noise concerns in evaluating all proposed development decisions and major roadway projects.

Recommendations for Implementation - Noise (N)

I-N 1: Designate a specific individual or department within the City to be responsible for enforcement of local noise control regulations. Citizens of the City of Riverside should be apprised of where and how noise complaints may be registered.

I-N 2: Encourage the development of mass transit facilities to decrease dependence on automobiles, reduce noise in the community and achieve other environmental goals regarding air quality and energy.



- I-N 3:* Limit trucking to specific routes, times and speeds.
- I-N 4:* Evaluate the potential effectiveness of installing noise barriers at sites found to be subject to repeated complaints about excessive noise.
- I-N 5:* Maintain roadways to minimize noise impact, since cracks and potholes can cause noises that are annoying to the ear. Care should be taken in selecting the surfacing material; for example, a new 3/8 inch chip seal is 4 to 5 dBA noisier than a smooth asphalt surface.
- I-N 6:* Require construction equipment to be fitted with appropriate mufflers.
- I-N 7:* Incorporate noise reduction techniques, including buffer space, in the design of all planned arterials.
- I-N 8:* Coordinate aircraft noise control activities, including building insulation for new projects, with the local Airport Land Use Commission.
- I-N 9:* Establish and enforce a noise ordinance that contains both numerical limits and general nuisance provisions for “noise that would annoy a reasonable person”. Numerical limits provide a basis for design of solutions to specific predictable noises. General nuisance provisions can deal with intermittent noises, noises that occur at inappropriate times of day and other offensive noises that are not easily quantified.
- I-N 10:* Enforce the California Noise Insulation Standards, Title 24, which apply to new multifamily dwellings and to certain single-family dwellings. In addition, the same interior maximum noise level limit, i.e., 45 dB CNEL, should be applied to all new residential projects.

The Title 24 Standards mandated by the State of California apply to all new multi-family residential developments. The Title 24 standards identify an exterior criterion value of 60 dB CNEL. If the exterior sound is above this level, analysis is required to determine the noise mitigation measures required to achieve an interior level of 45 dB CNEL or below. Title 24 also specifies minimum values for the sound insulation afforded by interior common partitions separating different dwelling units from each other, and from common space. A copy of the Title 24 standards is included herein as Appendix D (*Under Separate Cover.*).

- I-N 11:* Adopt noise level compatibility standards for various land uses, in accordance with the State of California guidelines (see Exhibit 54 (Page VII - 63)). Outlines and discussion of representative mitigation measures to achieve consistency with the standards are given in Appendix D (*Under Separate Cover.*).



- I-N 12: Continue to enforce existing California regulations on vehicle noise emissions since vehicular noise is Riverside's major noise source.
- I-N 13: Continue to enforce existing speed limits, review speeds on certain roads and consider reducing speeds on roads where noise is an issue.
- I-N 14: Require sound buffers (particularly landscaped buffers), open space, or other mitigation measures between noise sources and residential areas.
- I-N 15: Require placement of fixed equipment, such as air conditioning units, inside an enclosed space, or in shielded locations. Also require the placement of rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential.
- I-N 16: Require noise studies for projects with significant noise generation or conflict potential. As a general guideline, these would include: (a) projects which add more than ten percent to the volume of average daily traffic of any arterial street, (b) add 1,000 or more vehicles in the peak hour on adjacent roadways, or (c) are next to a roadway with a peak hour design capacity greater than 1,000 vehicles per hour.

Any use involving railroad activity, truck activity, commercial loading/unloading activity, loud speaker use or other activities which result in a significant change in noise levels in residential, hospital, school, park, commercial, professional or open space areas should be required to submit a noise study. Examples include automobile body shops, outdoor animal keeping, heavy equipment rental and operation, car washes, drive-in restaurants, raceways and shooting ranges.

E. Housing

The Housing Element identifies and analyzes *"existing and projected housing needs and [states] goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing. [It identifies] adequate sites for housing, including rental housing, factory built housing, and mobile homes, and [makes] adequate provision for the existing and projected needs of all economic segments of the community."* (Government Code Section 65583).

The availability of housing is an essential component of the "Quality City" Plan for Riverside. Goals and policies in many General Plan Elements support the City's efforts to address four key housing issues: the availability of an adequate housing supply; the provision of housing affordable to residents; the provision of housing accessible to all, particularly residents with special needs; and the conservation of existing housing stock and neighborhoods.



The City of Riverside adopted the Housing Element of the General Plan on June 20, 1989. That Housing Element was reviewed by the California Department of Housing and Community Development (HCD). Its adequacy was certified for five years by HCD on April 17, 1989. The State commended the City for its efforts to provide more than its share of multi-family housing, to promote equal housing opportunity and to encourage energy efficiency through its Housing Element.

The 1989 Housing Element has been reviewed to determine whether it should be amended in light of the data generated in connection with this General Plan update. It was determined that no amendments are needed at this time and that the 1989 Housing Element is internally consistent with the other elements of the General Plan.

The Housing Element, in its entirety, is found in Appendix B (*Under Separate Cover.*) of this General Plan document. The goals and policies presented below are excerpted verbatim from the 1989 Housing Element. In this section, two formatting changes have been made to facilitate comparison with the goals and policies in the other Elements of the General Plan. The “goals” found below are termed “objectives” in the Housing Element text. Second, the goals and policies have been numbered so they are consecutive with those in other Elements of this General Plan. These non-substantive changes have been made in the section below to conform this section to other General Plan Elements. They do not nor should they be interpreted to change, in any way, the City’s intent or direction as expressed in the Housing Element adopted in 1989.

Housing Goals and Policies

Goal H 1 **To provide sufficient numbers of dwelling units to accommodate expected new household formation, to replace that portion of the housing stock lost through normal processes of attrition and to provide for vacancy rates, both for sale and rental, which optimally balance both economic and social considerations.**

Policy H 1.1 Provide for a mix of housing types, including conventional, mobile home, and apartment housing within a variety of price ranges which will ensure a range of housing alternatives within the City and enable the City to achieve consistency with the City’s share of the regional housing need as determined in the 1988 Regional Housing Needs Assessment (RHNA).

Policy H 1.2 Regulate the conversion of existing rental apartment housing and mobile home parks to condominium or cooperative housing in order to prevent a decline in the supply of rental housing. Particular emphasis should be given to minimizing hardships created by the displacement of lower and moderate income households.



Section VII — Growth Management

Policy H 1.3 Discourage the conversion of existing mobile home developments to other than residential uses in order to maintain a valuable source of affordable housing.

Goal H 2 To ensure the opportunity for all households in the City to obtain affordable housing suitable to their particular needs.

Policy H 2.1 Promote efforts to slow the rising costs of new and existing housing.

Policy H 2.2 Provide timely processing of development related procedures, particularly plan check, with fees sufficient only to cover actual costs incurred by the City.

Policy H 2.3 Protect and expand the range of housing opportunities available by location, price and tenure to lower and moderate income households.

Policy H 2.4 Minimize processing costs associated with the development of housing affordable to lower and moderate income households.

Policy H 2.5 Continue to set aside tax increments from Redevelopment areas for low and moderate income housing purposes in a manner consistent with State Redevelopment Law.

Policy H 2.6 Encourage the development of affordable live-work housing for visual and performing artists.

Goal H 3 To eliminate housing discrimination in Riverside.

Policy H 3.1 Pursue programs that will reduce the incidence of housing discrimination within the City.

Goal H 4 To assure adequate accessibility to appropriate housing for physically disabled residents of the City.

Policy H 4.1 Promote the development and rehabilitation of housing specifically designed to satisfy the needs of the physically disabled.



Goal H 5 **To provide for the protection of landlord and tenant rights.**

Policy H 5.1 Promote efforts to inform landlords and tenants of their respective housing rights.

Goal H 6 **To provide adequate rental apartment housing in close proximity to the City's four major educational institutions (i.e., the University of California, Riverside, California Baptist College, the La Sierra Campus of Loma Linda University and Riverside Community College) in order to provide for the housing needs of the City's substantial student population.**

Policy H 6.1 Encourage the construction of new rental apartment units and retention of the existing rental housing stock within walking and bicycling distance (1 mile) of the City's major higher education facilities and each of the City's six major statistical areas as identified in the City's adopted Condominium Conversion Ordinance.

Policy H 6.2 Discourage the construction of new condominium units within walking and bicycling distance (1 mile) of the City's major higher educational facilities when low rental vacancy rates exist in the area.

Policy H 6.3 Discourage zone changes to allow lower density or non-residential uses on vacant land planned and/or zoned for multiple-family residential uses within walking and bicycling distance (1 mile) of the City's major higher educational facilities.

Policy H 6.4 Encourage the construction of new rental apartments and retention of existing and future rental stock in close proximity to the City's major higher educational facilities by encouraging the continued use of Mortgage Revenue Bonds or equivalent programs to help provide an adequate supply of multiple-family housing rental units in these areas.

Policy H 6.5 Accommodate additional demand for rental housing in the University Community resulting from projected enrollment growth at the University of California, Riverside.

Policy H 6.6 Consider the future expansion needs of the City's universities and colleges in evaluating the appropriateness of the City's sewer allocation policies as they pertain to multiple family residential hookups.



Goal H 7 To provide for the housing needs of the elderly population.

Policy H 7.1 Recognize the unique characteristics of elderly households by promoting efforts in furtherance of their special needs.

Goal H 8 To provide adequate shelter opportunities for those families and individuals who are either homeless or at risk of becoming homeless.

Policy H 8.1 Support efforts to better define both the size and composition of the homeless population in order more accurately to assess existing and future needs.

Policy H 8.2 Actively support a multi-jurisdictional comprehensive approach in addressing the needs of the homeless.

Policy H 8.3 Provide for and facilitate the provision of temporary emergency shelter within the framework of the County's adopted Comprehensive Homeless Plan and State law.

Policy H 8.4 Make every effort to obtain available state and federal funding to assist programs that provide services for the homeless.

Policy H 8.5 Comply with the mandate of Assembly Bill 1996 by identifying adequate sites to accommodate both long term emergency and transitional shelters.

Policy H 8.6 Consider non-traditional forms of providing low income housing for the homeless.

Goal H 9 To provide sound quality housing and desirable neighborhoods citywide.

Policy H 9.1 Promote the maintenance of existing sound quality housing.

Policy H 9.2 Promote the revitalization and rehabilitation of substandard residential structures.

Policy H 9.3 Provide adequate public facilities and services in all neighborhoods of the City including older deteriorating neighborhoods, sound existing neighborhoods and newly developing areas.



AREA PLANS - VIII



Section VIII — Area Plans



This section addresses the City's Community and Specific Plans. Existing Community Plans are replaced by this section and its appendices. Specific Plans are summarized in this section and remain in full effect.



A. Introduction

Riverside's rich planning history includes the development of plans for many subareas within the General Plan Area. These plans provide more detailed policies and standards for development, both public and private, within specifically mapped parts of the City and its Sphere of Influence. An Area Plan may be either a Community Plan or a Specific Plan. This section of the General Plan includes the Area Plans listed in Exhibit 56 (Page VIII - 4).

The goals and policies contained in this section apply only to certain subareas of the General Plan Area. All goals and policies from the General Plan's Resource Conservation, Community Enhancement, and Growth Management sections also apply to areas covered by the Area Plans described below. The Area Plan goals and policies provide the more precise direction appropriate to these special parts of the Riverside community.

1. Community Plans

This General Plan section and related appendices replace the previously adopted Community Plans, which shall no longer have any effect in the respective Community Plan areas. The Community Plans listed in Exhibit 56 (Page VIII - 4) have been adopted by the City of Riverside, as Community Plans and as integral parts of the General Plan.¹ Each of these Plans contains extensive background analysis, establishes policy direction for the City and proposes a land use pattern. The Community Plans have been reviewed and incorporated into the General Plan document as part of this update.

In the following section, the purpose or major objective of each Community Plan is described briefly and the goals and policies of each are restated. The goals and policies listed here are consistent with those contained in the individual Community Plan documents. The Land Use Diagram (*Located in the Map Pocket of this Document*) included for each community reflects the same land use categories as those contained in the General Plan's Land Use Element. The Land Use Diagram is repeated here, for each individual community, because it helps illustrate the stated goals and policies for each area.

Some Community Plans also include particular action recommendations. These recommendations address issues such as capital improvement programming, design standards, and special use provisions, and are contained in Appendix F (*Under Separate Cover.*) of this General Plan.

2. Specific Plans

This section of the General Plan document summarizes the provisions of the Specific Plans; the Specific Plans themselves remain in full effect. The City of Riverside has

¹ The Magnolia Center Community Plan, prepared in 1990, has not been formally adopted by the City of Riverside, although extensive citizen input and review has occurred during its preparation. After public presentation of the draft plan, no formal public hearings were scheduled and by consent of the Citizen Advisory Committee, the work was incorporated into the General Plan Update Program.



Section VIII — Area Plans

adopted thirteen Specific Plans as part of the General Plan. These Plans, listed in Exhibit 56 (Page VIII - 4), apply to particular subareas within the General Plan Area. This section of the General Plan describes the purpose of each Specific Plan. The goals and policies listed here summarize the general policy intent of each Specific Plan. The Land Use Diagram (*Located in the Map Pocket of this Document*) included for each Specific Plan Area shows the same land use categories as those contained in the General Plan's Land Use Element. The land use categories, shown on the Land Use Diagram, are compatible with those shown in the Specific Plans — they are equivalent to the categories used in those plans or include the Specific Plan categories within broader General Plan land use categories.

Specific Plans contain more detailed requirements for use, site development or improvements than are identified on the Land Use Diagram (*Located in the Map Pocket of this Document*). They also contain detailed implementation recommendations. Each Specific Plan document establishes the particular requirements applicable within that Specific Plan Area. The Specific Plans should be consulted directly to determine these particular requirements.

Exhibit 56: Riverside Area Plans

PLAN NAME	PLAN TYPE	RESOLUTION	DATE ADOPTED	APPENDIX ¹
ARLANZA/LA SIERRA	COMMUNITY	13514	August 1978	F-1
ARLINGTON	COMMUNITY	13036	March 1977	F-2
ARLINGTON HEIGHTS	COMMUNITY	13688	June 1979	F-3
CASA BLANCA	COMMUNITY	16806	May 1988	F-4
DOWNTOWN	COMMUNITY	14933	March 1983	F-5
EASTSIDE	COMMUNITY	12333	May 1974	F-6
MAGNOLIA CENTER	COMMUNITY	NOT ADOPTED ²		
NORTHSIDE	COMMUNITY	13332 17796	November 1977 July 1991	
UNIVERSITY	COMMUNITY	16328	December 1986	F-7
CANYON SPRINGS	SPECIFIC	15249	January 1984	
HAWARDEN HILLS	SPECIFIC	13073	April 1977	
HUNTER BUSINESS PARK	SPECIFIC	16792	April 1988	
LA SIERRA	SPECIFIC		April 1991	
LUSK HIGHLANDER	SPECIFIC	17625	November 1990	
MISSION GROVE (ALESSANDRO HEIGHTS)	SPECIFIC	15772	June 1985	
ORANGECREST	SPECIFIC	15886	August 1985	
RIVERSIDE AUTO CENTER	SPECIFIC	17614	October 1990	
RIVERSIDE MARKETPLACE	SPECIFIC	17762	May 1991	
SYCAMORE CANYON	SPECIFIC	15329 15914	April 1984 October 1985	
SYCAMORE CANYON BUSINESS PARK	SPECIFIC	15328	April 1984	
UNIVERSITY AVENUE	SPECIFIC	18963	January 1993	
VICTORIA AVENUE	SPECIFIC	12228	November 1973	

Notes: ¹ Appendix F is located under separate cover.

² After public presentation of the draft plan, no formal public hearings were scheduled and by consent of the Citizen Advisory Committee, the work was incorporated into the General Plan Update Program.



B. Community Plans**1. Arlanza/La Sierra Community Plan**

The Arlanza/La Sierra Community Plan was adopted by the City of Riverside in 1978. The plan was prepared by KXL Associates in cooperation with a City Council appointed Citizens Committee and the City Staff. The Arlanza-La Sierra Community is generally bounded by the City limits to the north, west and south, and by Van Buren Boulevard and Tyler Street to the east. The Community Planning Area boundaries and General Plan land use categories for Arlanza/La Sierra are depicted on Exhibit 57 (Page VIII - 9) at the end of this community plan summary.

Purpose of the Community Plan

The Community Plan primarily addresses how to preserve and enhance two distinct life styles within this community. One is a semi-rural life style with a focus on animal husbandry. The other is a traditional urban/suburban life style. Preserving these two styles, as well as resolving land use compatibility issues are addressed in this Plan.

Open space areas in this community are experiencing significant development pressures. This Plan addresses the concern that large tracts of vacant land, such as Rancho La Sierra, be developed as an integrated whole rather than in piecemeal fashion. Sensitivity to environmental issues, such as ridgeline and hillside preservation, is demanded by this Plan. The City is preparing a Specific Plan for the Rancho La Sierra "River Ranch" land to address these special concerns.

The Plan describes specific ideas to enhance mobility and to create a unique and identifiable image for the Arlanza/La Sierra community. The ideas include design schemes for entryways, corridors and public buildings; a sign program; and a thematic logo for the community. Circulation and transportation facilities which serve the entire Arlanza/La Sierra Community are also addressed by this Plan.

These and other issues are identified and addressed in the Community Plan through the establishment of goals and policies. These goals and policies are presented below. Specific implementation measures for these goals and policies are included in Appendix F-1 (*Under Separate Cover.*).

Arlanza/La Sierra Goals and Policies

Goal ALS-1 To enhance the quality of life in Arlanza/La Sierra by providing an environment wherein both a traditional urban/suburban life style and a semi-rural lifestyle which includes animal husbandry may be accomplished and nurtured.



Goal ALS-2 To provide continued opportunities within Arlanza/La Sierra for a semi-rural lifestyle which includes animal husbandry.

- Policy ALS-2.1* The City should focus semi-rural development in the north-west portion of the community.
- Policy ALS-2.2* The City should apply design and improvement standards which are uniquely expressive of the semi-rural area.
- Policy ALS-2.3* A specific plan should be developed for the semi-rural area delineating equestrian trails, providing for equestrian use, distinctive parkway areas, a trail system and rural design architecture standards for public and private structures.
- Policy ALS-2.4* The City should improve enforcement of existing regulations for the abatement of abandoned vehicles and junk storage.

Goal ALS-3 To encourage the proper development of areas changing from rural to semi-rural.

- Policy ALS-3.1* The City should discourage the creation of flag lots.
- Policy ALS-3.2* The City should encourage the further development or redevelopment of blocks as a whole rather than on a piecemeal basis.

Goal ALS-4 To develop Rancho La Sierra with maximum sensitivity to its unique locale and environment.

- Policy ALS-4.1* Encourage the development of Rancho La Sierra as a functionally integrated unit.
- Policy ALS-4.2* The City of Riverside, in conjunction with the owners of Rancho La Sierra, should develop and adopt a specific plan for the area.
- Policy ALS-4.3* The specific development plan for Rancho La Sierra should encourage planned residential developments to the maximum extent possible.
- Policy ALS-4.4* Adequate open space linkages, such as trails or easements, should be designated to provide access to the Santa Ana River Regional Park from other portions of Arlanza/La Sierra beyond the ridge line.



Policy ALS-4.5 The ridge lines should be left in their natural state as much as possible.

Policy ALS-4.6 The number of streets that cross the ridge line should be minimized and the streets should be placed in natural saddles rather than in visually prominent locations.

Goal ALS-5 To preserve the hillsides as much as possible in the natural state.

Policy ALS-5.1 The unique role of the hillsides in shaping the character of Arlanza/La Sierra should be recognized by encouraging environmentally sensitive development.

Goal ALS-6 To discourage any further reduction in the amount of land designated for industrial use.

Policy ALS-6.1 The City should protect industrially designated land from encroachment of incompatible uses by carefully monitoring zoning and development decisions in adjacent areas.

Goal ALS-7 To create a unique community image for Arlanza/La Sierra and its sub-communities.

Policy ALS-7.1 The City should encourage a unique design scheme for selected entrances, corridors, public buildings and community areas throughout the community.

Policy ALS-7.2 The City should develop a community signage scheme for street corridors, public buildings and selected entrances throughout the community.

Policy ALS-7.3 The existing community signage program should be refined to include the creation of landscaped settings for signs.

Policy ALS-7.4 A thematic logo should be considered for all public buildings in Arlanza/La Sierra.

Policy ALS-7.5 Major residential developments and the semi-rural area should be considered for unique identification within the overall design theme for Arlanza/La Sierra.

Policy ALS-7.6 Mixed Use Land Use designations as applied within the Arlanza/La Sierra Community shall be intended to create a unique environment accommodating low intensity commercial and office development intermixed with medium to medium high density residential uses of attractive and

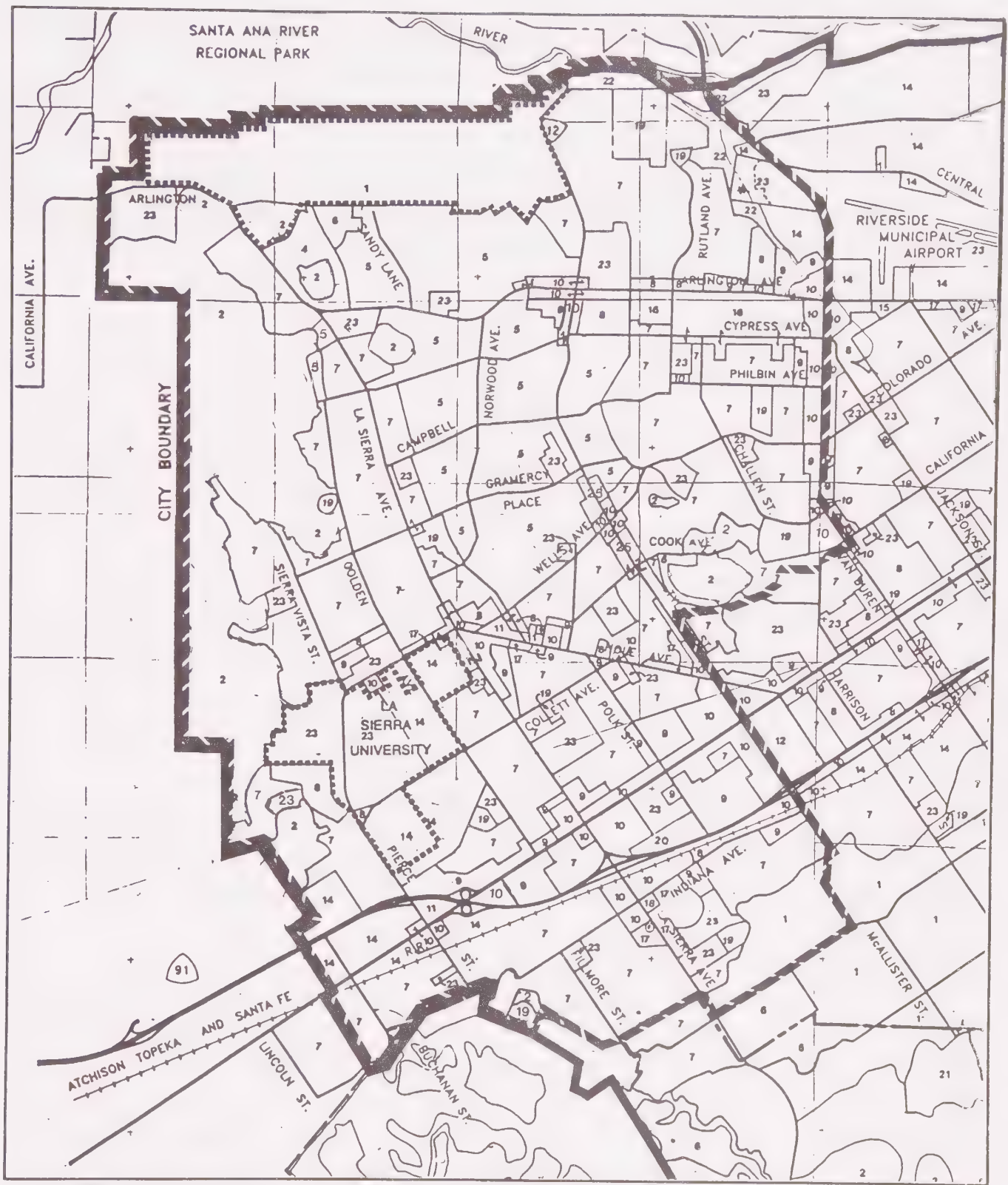


compatible design; the City should establish special development standards to implement the concept, regulating such matters as building setbacks, heights and bulk, floor area ratios, architectural treatment and minimum parcel sizes and frontages. Density/intensity averages and ranges for land designated Mixed Use in the Arlanza/La Sierra Community should be substantially lower than like designated land at other locations in the City.

Goal ALS-8 To ensure that the present and future circulation and transportation facilities are adequate to serve the needs of all segments of the community.

- Policy ALS-8.1* The planned California and Jurupa Avenues' extensions should be completed as soon as possible.
- Policy ALS-8.2* Full street improvements should be required uniformly in areas designated for urban development. In the semi-rural area the nature of proposed developments should be carefully analyzed for specific location design street improvements.
- Policy ALS-8.3* Public transportation with more timely service over a wider area should be provided.
- Policy ALS-8.4* The level of bus service within the study area and between the study area and the Downtown and Magnolia Center should be increased.
- Policy ALS-8.5* The City should give high priority to the improvement of all substandard streets within and adjacent to the community.
- Policy ALS-8.6* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities in the development of adjacent land uses.





LEGEND



North
Not to Scale

 Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 57 ARLANZA/LA SIERRA COMMUNITY PLAN

2. *Arlington Community Plan*

The Arlington Community Plan was prepared by Owen Menard and Associates and adopted by the City of Riverside in 1977. The Arlington Community Plan area is bounded generally by Tyler Street on the southwest; California Avenue on the northwest; Jackson Street on the northeast; and Victoria Avenue on the southeast. The Community Planning Area boundaries and General Plan land use categories for Arlington are depicted on Exhibit 58 (Page VIII - 13) at the end of this community plan summary.

Purpose of the Community Plan

The Arlington community began early in the City's history as a small commercial service center and residential community surrounded by citrus groves. Today it is a diverse area ranging from rural to urban development. The main purpose of this Community Plan is to maintain and enhance an established identity in the face of change and transition. The Plan also addresses housing issues, such as affordability and maintenance of existing stock.

The Plan identifies several key issues that impact the livability of the area. These issues include compatibility of adjacent land uses, buffering between distinct land uses and the provision of an adequate circulation network. The Plan also addresses the enhancement and revitalization of its commercial core. The proximity of Tyler Mall necessitates an evaluation of opportunities to retain the Arlington business district as a viable commercial entity. Improved circulation, traffic flow, and transit facilities which meet the needs of all segments of the Arlington Community are also addressed in this Plan.

To address these issues, goals and policies were established. These goals and policies are presented below. Specific implementation measures for these goals and policies are included in Appendix F-2 (*Under Separate Cover*).

Arlington Community Plan Goals and Policies

Goal A-1 **To improve the quality of life in the Arlington Community by providing a high quality living environment that optimizes health, safety, property values, and beauty for all areas of the community.**

Goal A-2 **To preserve and retain Arlington's community identity.**

Policy A-2.1 Street trees should be regularly trimmed and maintained to enhance their appearance and longevity.



Policy A-2.2 During any street widening or other type of public works project, prime consideration should be given to the preservation of street trees. Citizens within the area should be given adequate notice of any intended removal of street trees.

Policy A-2.3 The City should, during the development review process, ensure that new development respects existing trees of significant size to the greatest extent possible.

Policy A-2.4 The Planning Department should ensure that during grading permit procedures the site design of residential development conforms to the natural terrain and considers the visual aspects both from within and without the area.

Goal A-3 To improve housing opportunities in Arlington.

Policy A-3.1 The City should endeavor to increase the supply of affordable housing in Arlington.

Policy A-3.2 Rehabilitation of existing housing in poor condition should be considered a potential alternative to providing new, lower cost housing for the housing market.

Policy A-3.3 The City should strive to raise the existing level of property maintenance.

Policy A-3.4 The City should improve enforcement of existing regulations for the abatement of abandoned vehicles and junk storage.

Policy A-3.5 The City should enlist the support of homeowners associations to assist in the maintenance of properties in neighborhoods.

Goal A-4 To enhance the Arlington Business District and make it a more viable commercial entity.

Policy A-4.1 The City should encourage the incremental revitalization of Arlington business district.

Policy A-4.2 The City should develop an architectural/design theme that unifies developments in Arlington business district, but is flexible enough to allow design variation.

Policy A-4.3 The City should work with property owners and local business associations to promote a better cross-section of retail services to serve the needs of the community and, recognizing



the impact of nearby Tyler Mall, to promote the development of the area as a community commercial center.

Policy A-4.4 The City should consider the development of a landscaping plan for public areas, using attractive plant materials and creating inviting pedestrian and sitting areas.

Policy A-4.5 The City should work with property and business owners to improve rear entrance and front facades in instances where rehabilitation of structures has been determined to be appropriate.

Policy A-4.6 The City should attempt to improve shopper circulation and parking opportunities in the Arlington Business District.

Policy A-4.7 The City shall help distinguish the Arlington Business District's identity from the commercial strip along Magnolia Avenue and Van Buren Boulevard.

Goal A-5 To improve circulation and expedite the flow of traffic through the community.

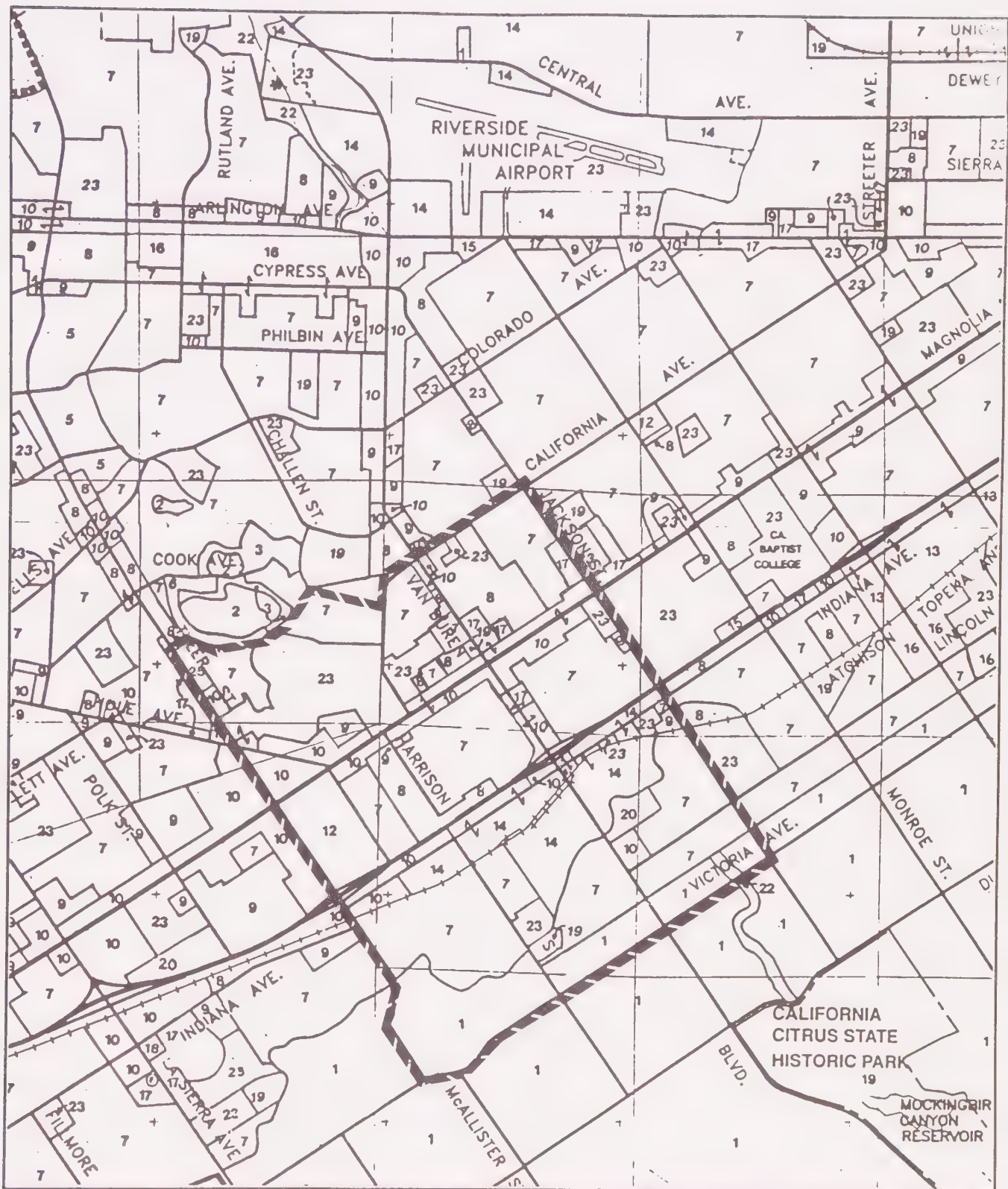
Policy A-5.1 The City should take measures to improve the flow of traffic on Van Buren Boulevard.

Policy A-5.2 The City should encourage the continued beautification of Van Buren Boulevard.

Policy A-5.3 The City shall attempt to improve transportation opportunities for lower income groups, the elderly, handicapped and disadvantaged persons in the community.

Policy A-5.4 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



 Area Plan Boundary

For Land Use Key
see Section VII

Exhibit 58 ARLINGTON COMMUNITY PLAN

3. *Arlington Heights Community Plan*

The Arlington Heights Community Plan, which was adopted in 1979 focuses on an area generally bounded by Alessandro Boulevard and Wood Road on the east, Alessandro Arroyo to the north, Victoria Avenue to the northwest, and extends southerly into the sphere of influence to La Sierra Avenue. The Community Plan boundaries and General Plan land use categories for Arlington are depicted on Exhibit 59 (Page VIII - 16) at the end of this summary.

Purpose of the Specific Plan

The basic objective of the Arlington Heights Community Plan is to preserve cultural, historic and environmental amenities in the Arlington Heights area. A key issue that is related to this purpose is the preservation and improvement of citriculture in the area. Since citriculture has contributed greatly to the unique and interesting character of the Arlington Heights community, its preservation is highly desirable.

The Plan addresses problems related to urban sprawl and seeks to manage growth in a way that preserves open space lands. Additionally, the Plan seeks to assure adequate public access to the cultural, historic and environmental amenities in Arlington Heights. These concerns are reflected in the following goals and policies. Specific implementation measures for these goals and policies are included in Appendix F-3 (*Under Separate Cover.*).

Arlington Heights Goals and Policies

Goal AH-1 To preserve, as far as possible, Arlington Heights' major cultural/historical and environmental amenities including citriculture, arroyos, hillsides, Victoria Avenue and the Gage Canal.

Policy AH-1.1 The City should use a combination of regulatory approaches and acquisition in a variety of ways to preserve open space.

Policy AH-1.2 The City shall amend the zoning ordinance to provide for adequate setbacks and landscaping on Victoria Avenue.

Policy AH-1.3 The City should encourage property owners to preserve citrus groves and develop proactive programs to assist them in this effort.

Policy AH-1.4 The City should encourage the use of Williamson Act Contracts and other agricultural preservation programs.



Policy AH-1.5 The City shall consider the development of procedures for the dedication of agricultural rights and transfer of development rights.

Policy AH-1.6 The City should encourage local agricultural land owners and lease holders to participate in cooperative efforts with the University of California at Riverside to test and implement methods for increasing grove yields or price while reducing grove management costs.

Policy AH-1.7 The City should explore ways to reduce irrigation costs to planned citrus preservation areas, including the investigation of City subsidy of water costs and/or the use of reclaimed water.

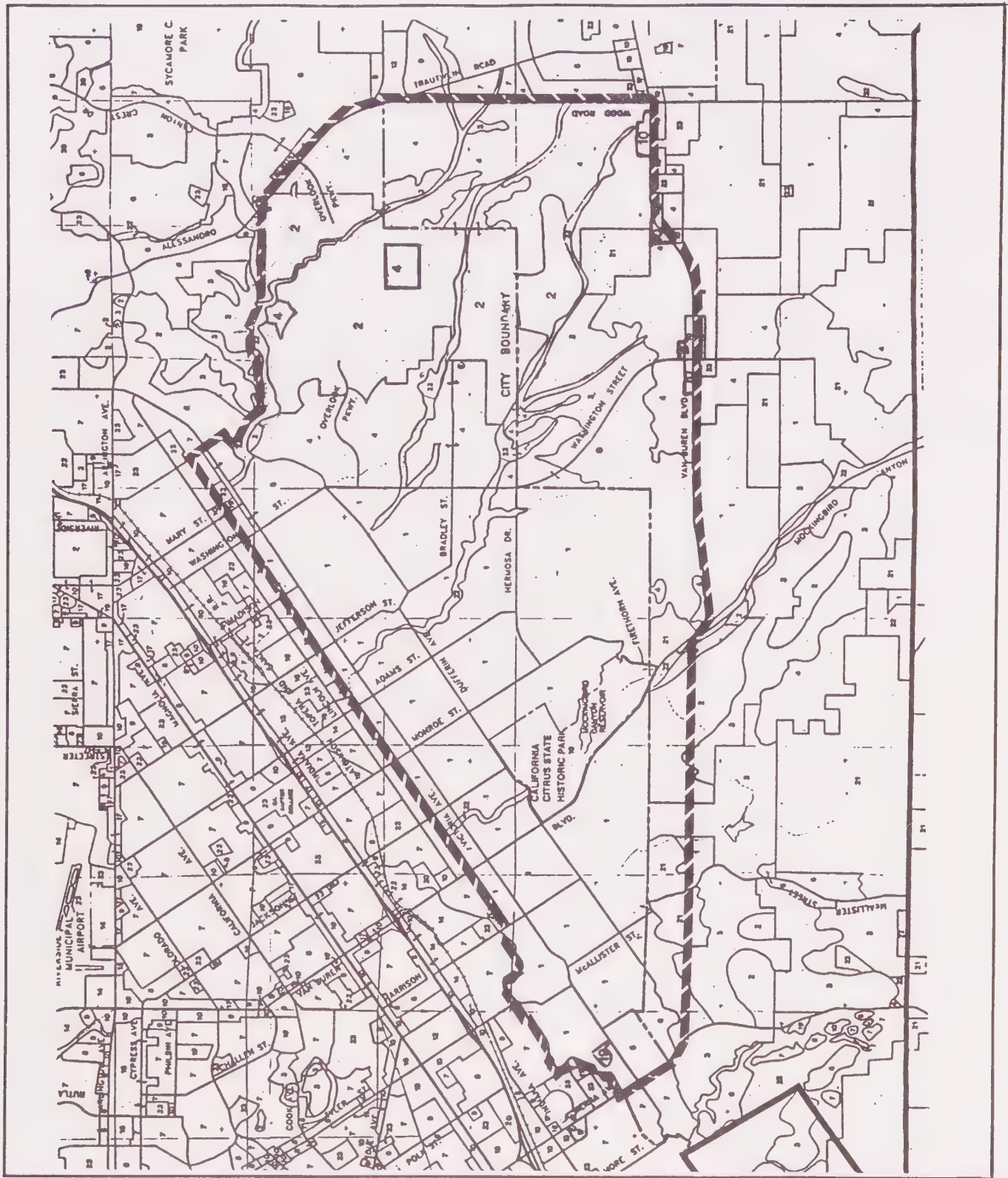
Goal AH-2 To provide city-wide public access to and use of Arlington Heights' cultural/historic and environmental amenities.

Policy AH-2.1 The City should acquire the groves in the vicinity of the California Citrus State Historic Park area and either contract for grove management or establish a non-profit corporation for maintenance purposes.

Policy AH-2.2 The City should conduct an economic feasibility analysis of the tourism and revenue generating aspects of the California Citrus State Historic Park in sufficient detail to serve as the basis for a comprehensive program to perpetuate agricultural land uses in the area, especially citrus.

Policy AH-2.3 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND

 Area Plan Boundary

For Land Use Key
see Section VII



Not to Scale

Exhibit 59 ARLINGTON HEIGHTS COMMUNITY PLAN

4. Casa Blanca Community Plan

The Casa Blanca Community Plan was prepared in 1974 and updated in 1987 by the City of Riverside Planning Staff. The area is generally bounded by Highway 91 on the northwest, Mary Street on the northeast, Jefferson Street on the southwest and Victoria Avenue on the southeast. The Community Plan boundaries and the General Plan land use categories for the area are shown on Exhibit 60 (Page VIII - 21) at the end of this summary.

Purpose of the Community Plan

The Casa Blanca Community is comprised of 710 acres and is generally characterized by a predominance of single family residential neighborhoods surrounding Villages Community Park. Small scale commercial and industrial businesses, many directly serving the community, also exist.

The main purpose of the Casa Blanca Community Plan is to preserve and enhance the single family residential character of the Casa Blanca Community. As development and redevelopment occur, the maintenance and expansion of this residential identity is a primary focus. The Plan also addresses the issue of potential incompatibilities between residential and nonresidential uses. It promotes land use compatibility through specific designation of areas for industrial and commercial uses with adequate buffering for adjoining uses.

Presented below are the goals and policies within the Casa Blanca Community Plan. Specific implementation measures for these goals and policies are included in Appendix F-4 (*Under Separate Cover.*).

Casa Blanca Community Plan Goals and Policies

- Goal CB-1** To perpetuate the development and redevelopment of Casa Blanca as a single-family residential community, providing decent, affordable housing for present residents and future families.
- Goal CB-2** To provide for orderly commercial development in appropriate locations throughout Casa Blanca while minimizing potential incompatibilities with single-family residences. Such commercial uses should be distinctive and in keeping with the special character and needs of Casa Blanca.



Goal CB-3 To encourage high quality industrial development in specified areas in order to increase employment opportunities, while at the same time minimizing potential incompatibilities with single-family residences. Residences and associated uses should be adequately buffered from air pollutants, noise, traffic and other potential impacts associated with industrial uses.

Policy CB-3.1 In the block bounded by Victoria Avenue, Jefferson Street, Lincoln Avenue and Grace Street, the City should maintain the integrity of the following land use pattern: for the half block closest to Victoria Avenue, the Agricultural and Rural Residential (one unit per five acres) designation; for the half block closest to Lincoln Avenue, the high quality Industrial/Business Park designation.

Goal CB-4 To provide a network of modern, effective public support facilities within the Casa Blanca Community and to establish a partnership between community representatives and the City government to attain the community's goals.

Goal CB-5 To encourage development of new single-family homes on vacant parcels zoned and planned for such use.

Policy CB-5.1 The City shall use redevelopment tools available through the Casa Blanca Redevelopment Plan to acquire properties for construction of single-family homes by private developers.

Policy CB-5.2 The City shall continue to use programs available through the City's Development Department and the Redevelopment Agency for development of single-family homes on infill lots.

Policy CB-5.3 The City shall encourage lot reconfiguration to provide for efficient single-family residential development of the area west of Washington Street between Marguerita Avenue and the AT&SF Railroad and for the area situated on the north side of Lincoln Avenue between Bunker and Dorlen Streets.

Goal CB-6 To encourage rehabilitation and/or replacement of existing substandard residences and discourage further deterioration.

Policy CB-6.1 The City should continue rehabilitative efforts through housing programs operated by the City's Development Department and Redevelopment Agency.



Goal CB-7 To encourage new single-family residential development that is compatible with existing development and in a price range affordable to community residents.

Goal CB-8 To encourage owner-occupied housing.

Policy CB-8.1 Rental housing should be acquired and converted to owner-occupied housing with the assistance of the Redevelopment Agency.

Goal CB-9 To limit commercial development to Indiana Avenue and those portions of Madison, Mary, Jefferson and Evans Streets placed or retained in the Retail Business and Office land use designation through this Plan.

Policy CB-9.1 The City shall consider using the redevelopment process to relocate businesses along the south side of Evans Street between Madison and Cary Streets and Jefferson and Pliny Streets as well as the radio station on Lincoln Avenue at Dorlen Street.

Goal CB-10 To encourage the beautification of existing commercial properties and construction of new commercial development in commercially designated areas when rehabilitation or new construction will result in increased tax revenues, jobs and/or blight removal.

Policy CB-10.1 The City should continue to use the redevelopment process under the Casa Blanca Redevelopment Project.

Policy CB-10.2 The City should continue to use the City's Community Development Block Grant Economic Development Assistance program.

Policy CB-10.3 The City should develop a design theme for commercial development within the Casa Blanca Community.

Policy CB-10.4 The City should develop a street tree program that is both varied and complementary for Casa Blanca.

Policy CB-10.5 The City should develop a streetscape program for Madison Street, including landscaping and street furniture.



Goal CB-11 To encourage development of uses serving the entire City in the commercially designated area located along Madison Street between the Riverside Freeway and the AT&SF Railroad in the vicinity of the Madison Street/Indiana Avenue intersection.

Goal CB-12 To encourage development of neighborhood oriented uses in the commercially designated area located along Madison Street between Peters and Evans Streets.

Goal CB-13 To limit development of automotive oriented uses on Indiana Avenue to that portion west of Madison Street.

Policy CB-13.1 The City should not allow a more intensive zoning than C-2 for Indiana Avenue between Madison and Mary Streets.

Goal CB-14 To encourage the elimination of deteriorated industrial structures, relocation of industrial uses located outside of identified industrial areas, and beautification of existing industrial development in industrial areas.

Policy CB-14.1 The City should use funding available through the redevelopment program and the Community Development Block Grant program to rehabilitate blighted areas.

Policy CB-14.2 The City should develop special design criteria for industrial development in Casa Blanca.

Goal CB-15 To encourage new high quality, labor intensive industrial development in areas designated for industrial uses.

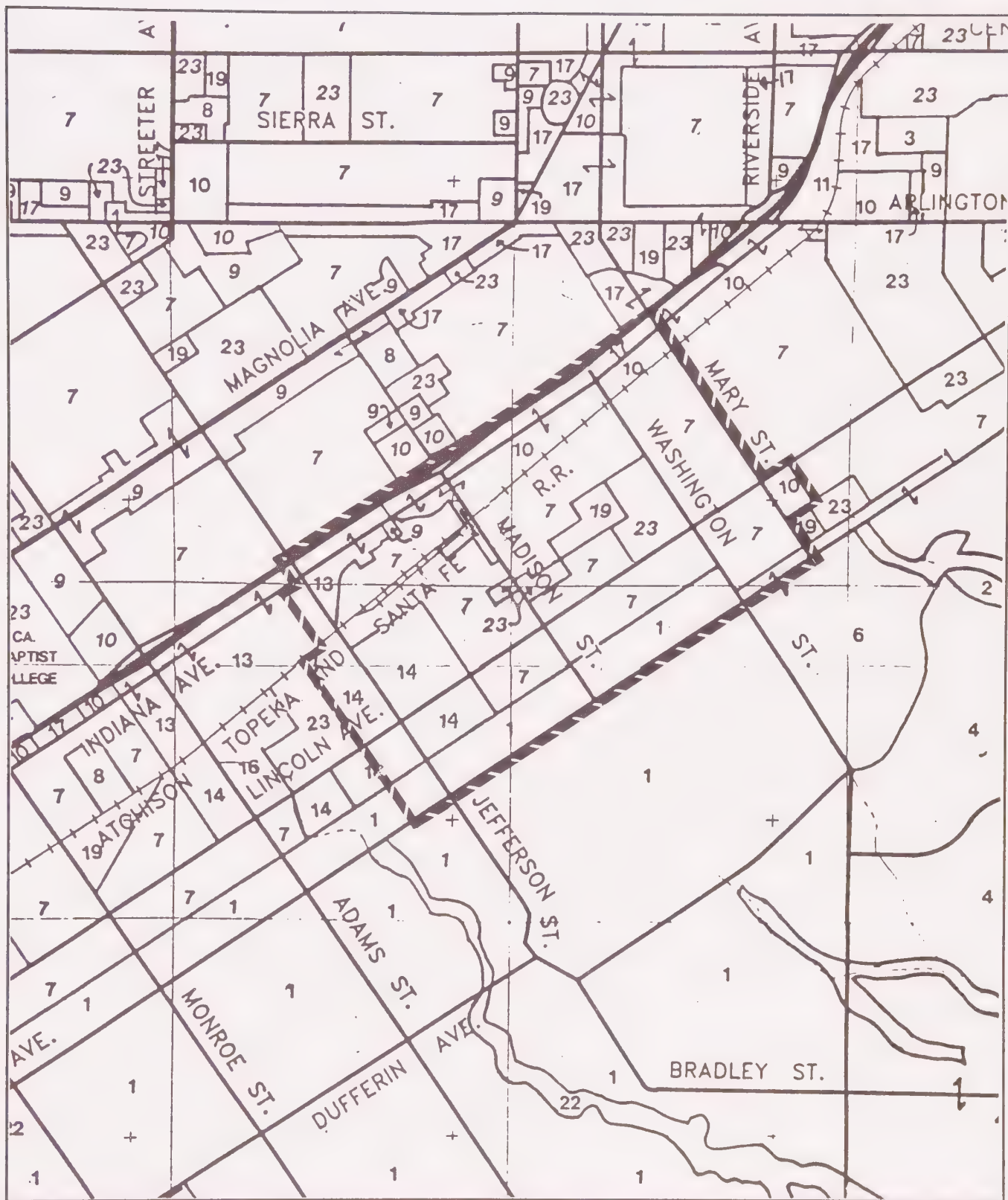
Policy CB-15.1 The City should continue to use the incentives offered through the redevelopment project and the Community Development Block Grant Economic Development Assistance Program to promote job retention and job creation.

Goal CB-16 To encourage only those industrial uses that do not result in the degradation of air, noise and water quality or generate other negative environmental impacts such as hazardous wastes.

Goal CB-17 To continue improving the street system within Casa Blanca through various funding sources including the Community Development Block Grant Program.

Policy CB-17.1 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 60 CASA BLANCA COMMUNITY PLAN

5. *Downtown Community Plan*

The Downtown Plan was prepared by the City of Riverside staff in 1981 and adopted by the City of Riverside in September of 1982. The area is generally bounded by the Tequesquite Arroyo on the south, Redwood Drive on the west, First Street on the north and the Riverside Freeway on the east. The Community Plan boundaries and the General Plan land use categories for the area are shown on Exhibit 61 (Page VIII - 26) at the end of this summary.

Purpose of the Community Plan

The purpose of the Downtown Community Plan is to provide a framework for revitalizing the city center and strengthening the Downtown's position as a regional center. To achieve this, the Plan identifies major projects and recommends specific action plans.

Another key issue which the Downtown Plan addresses is the preservation of existing residential uses and the development of mixed residential and commercial uses in specific areas of Downtown. The Plan also recognizes that the continued location of public buildings and public uses Downtown is essential to its revitalization.

The Downtown Community Plan was amended in 1983 by policies contained in "A Plan for Downtown Historic Districts." The purpose of this Plan was to identify historic resources in Downtown Riverside and to provide guidelines for preservation of these resources.

The Downtown Community Plan includes the goals and policies below. Specific implementation measure for these goals and policies are included in Appendix F (*Under Separate Cover.*).

Downtown Plan Goals and Policies

Goal D-1 **To revitalize the Downtown city center by strengthening the economic, cultural, governmental, historical and residential aspects of the community.**

Policy D-1.1 New development along the Seventh Street Corridor shall be harmonious with the historic and architectural character of existing development in terms of building setbacks, landscaping, signing and overall aesthetic quality. View protection standards should be established to preserve the view of historic buildings along Seventh Street from the vantage point of the Riverside 91 Freeway.



Policy D-1.2 The City should consider creation of specific design guidelines for the Mission Inn Historic District and the possible expansion of the District boundaries to help protect the visual integrity of the Mission Inn and other historic structures.

Goal D-2 To delineate major projects with specified action plans.

Policy D-2.1 The City should redevelop Market Street using a variety of techniques including Housing and Community Development funds and the redevelopment process.

Policy D-2.2 In the revitalization of the Downtown Community, the City should encourage preservation of buildings and locations which have historic value.

Policy D-2.3 The recommendations of the Downtown Historic District Plan should be incorporated into the Downtown Community Plan.

Policy D-2.4 The City should consider forming a citizens committee to help identify revitalization needs, allocate funds and assess the progress of an historic preservation program.

Policy D-2.5 The City should support the County of Riverside in its Civic Center plans.

Policy D-2.6 The City should continue programs to decrease traffic congestion, reduce the demand for private automobile parking, and increase pedestrian safety in the Downtown area.

Policy D-2.7 The City should consider the development of an innovative public transportation system—such as light rail—to serve and connect downtown with other areas of the community, particularly the University Avenue and Magnolia Avenue corridors.

Policy D-2.8 The City should relocate the Downtown Bus Terminal to a new multimodal transportation center developed in the Riverside Marketplace Specific Plan area in conjunction with the Commuter Rail facility of the Riverside County Transportation Commission.

Policy D-2.9 The City, upon adoption of the General Plan, should initiate a detailed implementation program for Downtown goals and policies, including, but not limited to, possible revision of zoning boundaries, creation of new zoning regulations and the



Section VIII — Area Plans

possible development of public/private partnerships to provide various maintenance and operational services.

Policy D-2.10 Upon completion and approval of plans for the rebuilding of the 60/215/91 Freeways interchange, the City should evaluate attendant changes in its street system and determine if the impact of these changes warrants changes to the Land Use Diagram (*Located in the Map Pocket of this Document*).

Policy D-2.11 The City should study the desirability of reopening the Main Street Mall to permit limited vehicular access to businesses, offices and public uses which front on it.

Policy D-2.12 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

Policy D-2.13 A Downtown Cultural, Art and Entertainment District should be considered for establishment as an integral part of the Downtown Community Plan.

Goal D-3 To identify and preserve viable, existing residential neighborhoods by helping to maintain their character.

Policy D-3.1 The City should encourage the rehabilitation of existing residential structures in viable neighborhoods.

Goal D-4 To promote the development of mixed residential and commercial uses in specific areas of Downtown.

Policy D-4.1 While maintaining high quality, the City should consider creation of standards and procedures to expedite development approval in the Downtown area.

Goal D-5 To continue to promote the location of public buildings and public uses in the Downtown core area.

Goal D-6 To recognize that the Downtown Community Plan Area and its immediate environs are intended to accommodate high density urban development by permitting retail business and office uses at higher intensity than expected at other city locations.

Policy D-6.1 Within the Downtown Community Plan Area and the Downtown Subarea delineated on Exhibit 1 (Page I - 8), typical and maximum Floor Area Ratios (FAR's) for the Retail Business and Office (10) and Mid Rise Office (18) land use designa-



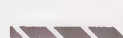
tions shall be 2.5 and 4.0 respectively based on gross floor area including parking structures.

- Goal D-7** **To promote the development of affordable live-work housing for visual and performing artists.**
- Goal D-8** **To continue to promote the location and development of visual and performing arts and related activities in Downtown, perhaps in a Cultural, Arts and Entertainment District.**





LEGEND

 Area Plan Boundary

For Land Use Key
see Section VII



Not to Scale

Exhibit 61 DOWNTOWN COMMUNITY PLAN

6. Eastside Community Plan

The Eastside Community Plan was prepared in early 1974 by the De Vonne W. Armstrong Company and adopted by the City in May, 1974.

The Eastside Community Plan area is bounded by Third Street on the north; Chicago Avenue on the east; Tequesquite Arroyo on the south; and the Riverside Freeway on the west. The Community Plan boundaries and General Plan land use categories for the area are depicted on Exhibit 62 (Page VIII - 31) at the end of this summary.

Purpose of the Community Plan

The 1974 Eastside Community Plan establishes guidelines for planning that promote the environmental and social goals of the Eastside citizens. The Plan supports the cultural pluralism which exists in this ethnically diverse community and involves the residents in the planning process.

The Plan focuses on employment considerations, such as the location of industries and businesses in the planning area which would employ area residents. The Plan also encourages redevelopment and upgrading of all land uses in the area, especially residences.

This Plan promotes the provision of a wide range of social and recreational services for the community, especially for the elderly, the disadvantaged and young people. Transportation facilities which meet the needs of all citizens are also addressed in the Eastside Community Plan.

Presented below are the goals and policies of the Eastside Community Plan.

Eastside Goals and Policies

Goal E-1 **To provide guidelines for future public planning and policy decisions and to develop standards to encourage growth consistent with the environmental and social objectives of the residents of the Eastside Community.**

Policy E-1.1 Large-scale, multiple family dwelling units should be discouraged.

Policy E-1.2 The City should consider the formation of a local housing authority to work cooperatively with all housing agencies concerning redevelopment, housing subsidies, relocation, zoning enforcement and improvement of substandard housing.



Section VIII — Area Plans

Policy E-1.3 Planned Residential Development in a single family residential zone should not exceed eight units per acre and in no case should any one building contain more than four dwelling units.

Policy E-1.4 Planned Residential Development in multi-family zones should not exceed 29 units per acre and in no case should any one building contain more than twenty dwelling units.

Policy E-1.5 Subsidized housing should not be concentrated in large masses and should not constitute more than about twenty-five percent of any given neighborhood. Dispersion of subsidized housing throughout the community should be encouraged.

Goal E-2 To support the cultural pluralism and individual differences that exist within the Eastside Community.

Policy E-2.1 Representatives of the Police Department should consider systematically meeting with residents and business people in the community.

Goal E-3 To involve the residents in the Eastside in all decisions regarding matters that affect them.

Policy E-3.1 The Eastside Community should be involved as much as possible in decisions regarding future redevelopment projects and proposals for major land use changes in the community.

Policy E-3.2 The City should consider the establishment of an independent citizens council to channel residents' concerns to the local government, commissions and public and private agencies.

Goal E-4 To ensure that the use of the land in the Eastside area will create an environment that is compatible with the needs and desires of Eastside's residents.

Policy E-4.1 Landscaped buffers should be established to separate residential from commercial and industrial uses.

Goal E-5 To develop and upgrade the Eastside area by securing community support for the continuance and use of redevelopment and other programs.

Policy E-5.1 Redevelopment programs should continue to be used to improve the Eastside area.



Goal E-6 **To assist in the creation of adequate employment opportunities for residents in the Eastside area.**

Policy E-6.1 The City should help ensure that every individual and family in the Eastside Area has an adequate income to meet basic food, clothing, housing and health needs.

Policy E-6.2 Industrial and commercial firms in Riverside and especially in the Eastside study area, should be encouraged to hire Eastside residents.

Goal E-7 **To promote the development of industries and business opportunities in the Eastside area.**

Policy E-7.1 Firms that locate in the Marketplace Specific Plan area should be encouraged to hire residents of the Eastside area.

Policy E-7.2 The City should assist in the elimination of the chronic underemployment which exists in the Eastside area.

Goal E-8 **To assist in the promotion of support services for all residents in the Eastside Community with particular emphasis on the needs of senior citizens, the disadvantaged, children and residents whose first language is not English.**

Policy E-8.1 Educational institutions should be encouraged to offer courses designed to facilitate employment and job advancement for community residents.

Policy E-8.2 The City should consider establishment of an ombudsman position to assist Eastside residents in resolving community problems.

Policy E-8.3 Bus schedules should coincide with work schedules, shopping hours, etc.

Policy E-8.4 A preventative health clinic and out-patient facility should be established at University Heights Adult Education building.

Policy E-8.5 The Police Department should encourage and assist residents to establish neighborhood watch programs.



Goal E-9 **To provide a wide range of recreational programs for senior citizens, adults and youths who reside in the Eastside area.**

Policy E-9.1 Activities should be organized so that year round use of school playgrounds and other facilities in or near the Eastside area will be encouraged.

Policy E-9.2 North Park should be retained as a public park.

Goal E-10 **To provide traffic and parking patterns that facilitate vehicular movement and at the same time provide maximum safety for residents.**

Goal E-11 **To develop an adequate city-wide public transportation system to meet the needs of the residents of the Eastside area and all other citizens of Riverside.**

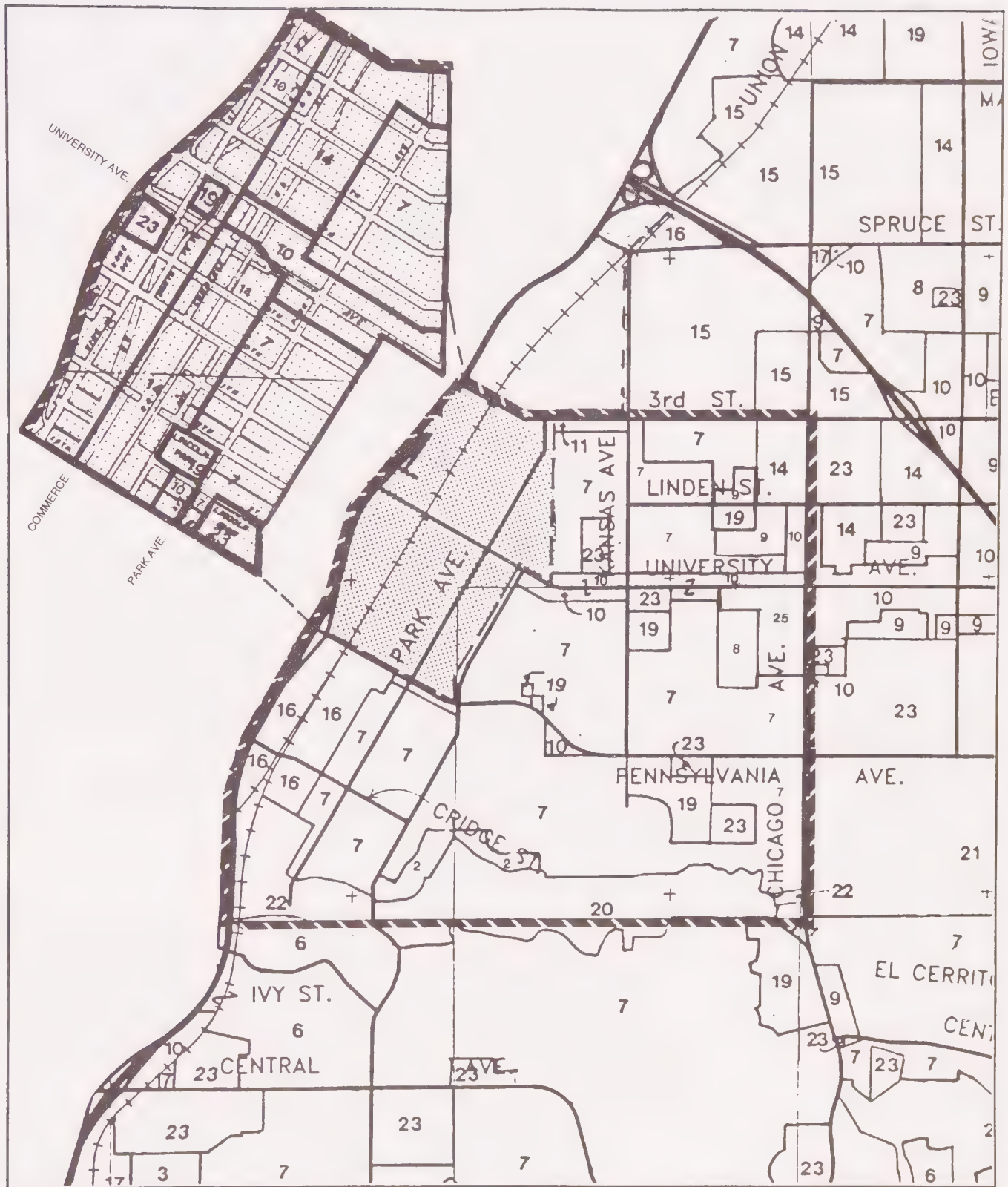
Policy E-11.1 Adequate public transportation should be provided for low income, physically handicapped and elderly to medical facilities.

Policy E-11.2 All existing and new bus stops should have benches.

Policy E-11.3 Every bus stop should have visible bus schedules written in English and Spanish.

Policy E-11.4 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



For Land Use Key
see Section VII

Exhibit 62 EASTSIDE COMMUNITY PLAN

7. *Magnolia Center Community Plan*

Magnolia Center planning area has a total of 1,929 acres of land bounded by Streeter Avenue on the west, Jurupa Avenue to the north, the Riverside Freeway on the east and Madison Street, Arlington Avenue, and the Freeway on the south. The Magnolia Center Community Plan was prepared in 1990 by a citizens advisory committee and after public presentation of the draft plan, the work was incorporated into the General Plan Update Program. The Community Plan boundaries, as well as the General Plan land use categories, are shown on Exhibit 63 (Page VIII - 34) at the end of this summary.

Purpose of the Community Plan

Magnolia Center is an area of the City of Riverside which is almost completely developed. It consists of predominantly single family residences. Sixty percent of its housing units were built between 1950 and 1969. Less than 50 acres of land remain that are vacant and developable. Redevelopment and conversions are occurring in a fragmented way.

This Plan establishes policy areas and recommends land use changes so that redevelopment and conversion occur in a planned, orderly manner. New development standards are established to ensure quality redevelopment and conversions which provide adequate parking. Design guidelines are set for policy areas so that the physical image of Magnolia Center can be maintained and/or improved. Recommendations for the mitigation of specific circulation problem areas in Magnolia Center are also addressed in this Plan.

To address these issues identified in the Plan, the following goals and policies have been established:

Magnolia Center Community Plan Goals and Policies

Goal MC-1 To provide specific land use development patterns for the Magnolia Center Specific Plan area which limit traffic congestion, preserve community character and provide for conversion of residential to commercial and office use at appropriate locations.

Policy MC-1.1 The specific land use pattern shall be as designated on the Land Use Element Diagram.

Policy MC-1.2 The City should consider establishment of a zoning pattern which precludes outdoor commercial sales of motor vehicles or boats.



Policy MC-1.3 The City should consider establishment of restrictions which limit building heights to no more than seventy-five feet in the vicinity of the Riverside Plaza; the area bounded by Central Avenue, Riverside Avenue and the 91 Freeway; and the area bounded by Arlington Avenue, Brockton Avenue and the 91 Freeway. The City should consider a building height limit of no more than thirty-five feet for the remainder of the Magnolia Center Community Plan Area.

Policy MC-1.4 The City should consider requiring new office development sites to contain at least 12,000 to 20,000 square feet.

Policy MC-1.5 The City should consider the creation of special community design standards for Magnolia Center which will provide a consistency of architectural and aesthetic design, emphasizing human scale.

Goal MC-2 To provide for a transportation management plan which will ensure a safe and efficient circulation system within the plan area.

Policy MC-2.1 The City should continue its efforts to limit traffic congestion at the intersection of Magnolia, Central and Brockton Avenues.

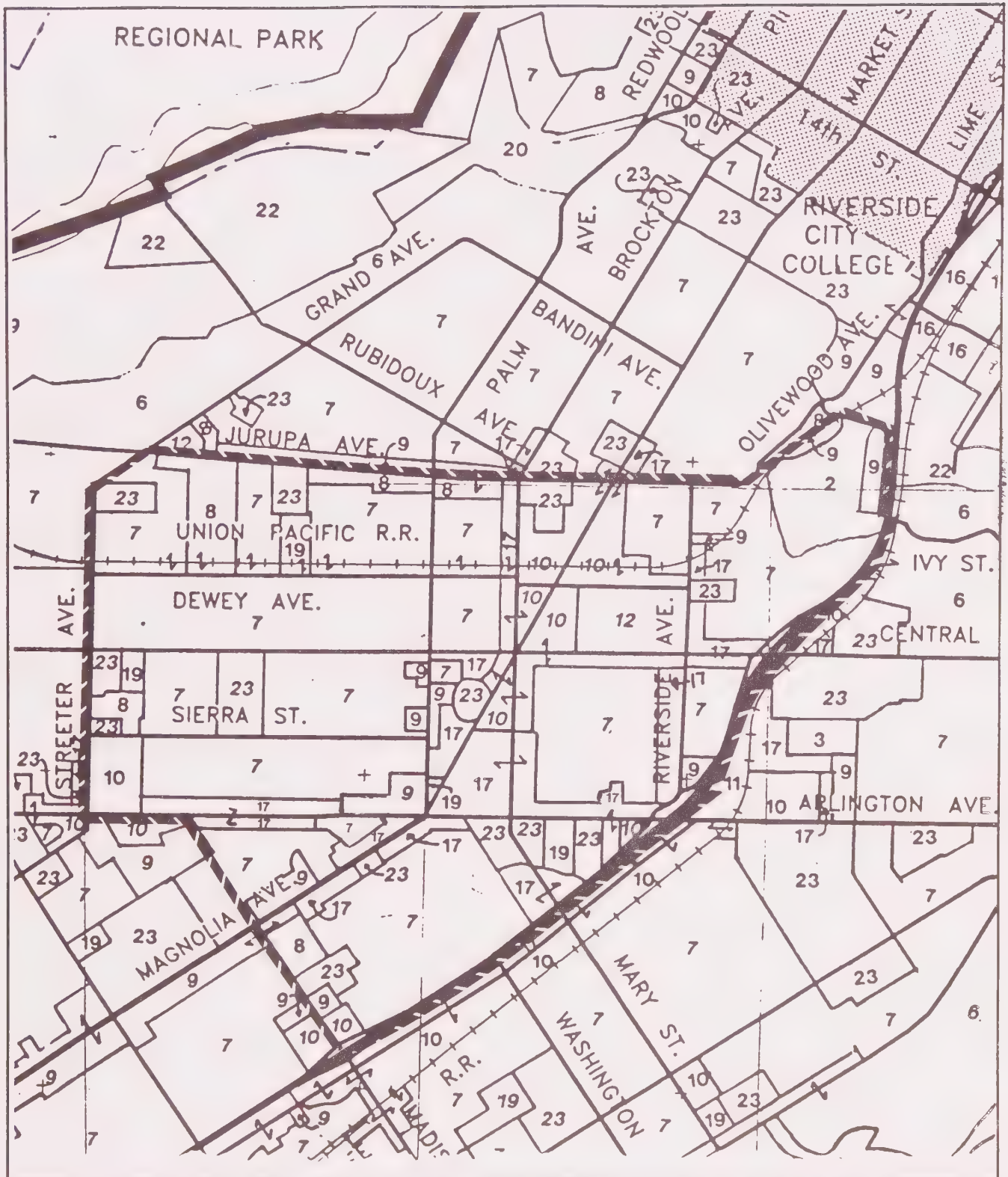
Policy MC-2.2 The City should mitigate traffic congestion generally through continued traffic signal synchronization within the Magnolia Center Community Planning Area.

Policy MC-2.3 Future street widening shall be as prescribed by the Transportation Element.

Policy MC-2.4 The City shall endeavor to mitigate congestion resulting from “through” traffic in the Magnolia Center Community.

Policy MC-2.5 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



For Land Use Key
see Section VII

Exhibit 63 MAGNOLIA CENTER COMMUNITY PLAN

8. Northside Community Plan

The 1991 Northside Community Plan is intended to replace a 1977 plan for the area. The new Community Plan, prepared by Zucker Systems, in conjunction with the City of Riverside, Riverside County and San Bernardino County, provides more current and more detailed information.

The Plan area for the Northside Community includes approximately 1,904 acres generally bounded by I-215 Freeway on the east, U.S. 60 on the south, the Santa Ana River on the west, and San Bernardino County and the City of Colton to the north. The Community Plan boundaries and General Plan land use categories for the area are shown on Exhibit 64 (Page VIII - 46) at the end of this summary.

Purpose of the Community Plan

The Northside Community straddles the boundaries of several jurisdictions, including: San Bernardino County, the City of Colton, the City of Riverside and Riverside County. The adopted Northside Plan will act as an official planning document for both the City and the County of Riverside. San Bernardino County and the City of Colton will use the Plan as a reference source.

The Northside Community Plan focuses on guidelines to achieve a balanced community with single family residential neighborhoods, recreation and open space areas, specific areas for office and industrial development and commercial uses.

The Plan proposes a framework for a distinct, upgraded community identity with improved design and maintenance and an emphasis on the residential nature of the community. The Plan prescribes improved development standards, encourages higher quality land uses and the upgrade and maintenance of existing uses. It also identifies future development needs and seeks to preserve the old charm of the City of Riverside.

Presented below are the goals and policies included within the Northside Community Plan.

Northside Community Plan Goals and Policies

Goal N-1 To establish the Northside Community as a balanced community in which it is pleasant to live, work and recreate.

Policy N-1.1 A specific plan shall be prepared for the area designated on the Community Plan exhibit map. This plan shall:

- Emphasize the retention of open space and recreational resources;



- Include the input of the residents and property owners of the Northside Community;
- Include the retention of Reid Park;
- Assume the retention of a public golf course within the Northside Study Area with generous visual access to this feature or comparable open space from the surrounding community. Basic open space relationships should be retained;
- Consider alternative land uses for properties surrounding the golf course and Reid Park to optimize compatibility with these recreation facilities;
- Retain or relocate the soccer fields to an optimum location;
- Provide a detailed evaluation of alternative uses for the Public Utilities Department properties in San Bernardino County. The evaluation shall include, but not be limited to, recreational and industrial opportunities; and
- Retain the Northside Community Plan Citizens Advisory Committee, or a modified committee of local citizens, as the review committee for the specific plan.

Policy N-1.2

Fremont Elementary School shall be retained as the primary focus for elementary education in the Northside. Some modest expansion of the site is encouraged as properties become available, particularly the properties immediately adjacent to the existing parking lots on Orange Street and Main Street. Expansion should allow for site amenities such as parking lot landscaping, improved pedestrian circulation and added parking.

Policy N-1.3

The following site improvements should be made to upgrade Fremont Elementary School: parking lot landscaping, planting of additional street trees adjacent to the curb and moving the chain link fence inland from the street to provide a pleasant landscaped space next to the sidewalk. The City should encourage the school district to complete these improvements and should provide reasonable assistance.



Policy N-1.4

Reid Park and the golf course should be retained to serve neighborhood, community and regional park needs.

Policy N-1.5

The City should consider requiring extensive improvements to the Riverside Golf Club as part of further lease negotiations or as part of the specific plan study. Improvements that should be considered are:

- Moving the chain link fences on Orange Street inland from the street to provide landscape space next to the sidewalk.
- Painting the fences a dark color so they are less noticeable.
- Planting trees next to the curbs on Columbia and Orange Street.
- Replacing the Orange Street sidewalk with a pleasant meandering pedestrian scaled sidewalk with landscape maintenance being the responsibility of the golf course operator.

Policy N-1.6

The Orange Street frontage of Reid Park should be modified by:

- Planting trees adjacent to the curb.
- Replacing the sidewalk with a pleasant meandering sidewalk within the Park, allowing park landscaping to be placed adjacent to the curb.
- Replacing the overhead utilities with underground utilities.

Goal N-2 To provide for steady change and improvement to an upgraded model community with a distinct identity.

Policy N-2.1

The City of Riverside and the Counties of Riverside and San Bernardino in cooperation with Northside Citizen groups should launch an aggressive campaign to reinforce building and property maintenance conditions. The campaign should:

- Emphasize the removal of inoperative vehicles;



- Encourage property owners to remove junk from yards and replace weeds with more aesthetically pleasing landscaping; and
- Emphasize the repair of deteriorated structures and the upgrade of structures needing maintenance.

Policy N-2.2

Street improvements in the Northside Community shall be completed as necessary to maintain a Level of Service (LOS) D or better at peak hours of travel. Recommended improvements include:

- Intersection improvements shall be pursued as follows:
- Columbia Avenue at Main Street
 - One left turn lane plus two through lanes eastbound.
 - One left turn lane, one through lane, and one right turn lane westbound.
- Strong Street at Main Street
 - One left turn lane plus one through lane eastbound.
 - One left turn lane plus one through lane westbound.
- Orange Street at Columbia Avenue
 - One left turn lane plus one through lane northbound.
 - One left turn lane plus one through lane southbound.
- Orange Street at Connector Street
 - One left turn lane plus one through lane southbound.
- Orange Street at Oakley Avenue
 - One left turn lane plus one through lane northbound.
- Main Street at Oakley Avenue
 - Two through lanes plus one right turn lane southbound.
- Traffic signal priorities have been established as follows:
 - Center Street/Orange Street.



- Center Street/Main Street.
- Market Street/Rivera Street.
- Market Street/U.S. 60 Westbound Ramps.
- Market Street/U.S. 60 Eastbound Ramps.
- West La Cadena Drive/I-215 Southbound Ramps (Columbia Avenue).

- Policy N-2.3* Center Street shall be extended to Main Street generally along the Riverside County's 1970 adopted specific plan right-of-way except that the portion at the intersection of Center Street and Orange Street should be modified so that any construction or right-of-way acquisition is outside the Trujillo Adobe property. The grant funding for the adobe's purchase apparently precludes any encroachment on the property. Developments on or adjacent to the proposed alignment should dedicate the right-of-way and construct portions of the street per standard City development practices. In order to create a new visual image for this part of the Community Plan area, the street from the I-215 Freeway to Main Street should be constructed with a tree planted landscape median and with all utilities placed underground.
- Policy N-2.4* Construction of the bikeways in the Northside Area depicted on the City of Riverside General Plan Circulation Element Map should receive high priority.
- Policy N-2.5* Main Street is an important entry point to downtown Riverside and sets the visual tone for the Northside Community. The construction of a landscape median should receive high priority.
- Policy N-2.6* The City shall consider deleting Garner Road from the City of Riverside General Plan Circulation Element Map.
- Policy N-2.7* The City shall add Key Street in San Bernardino County to the City of Riverside General Plan Circulation Element Map as a sixty-six foot wide secondary facility. The precise location shall be determined as a part of the subdivision process or an official alignment study. The extension shall eventually connect to the extension of Orange Street north of Center Street.
- Policy N-2.8* Orange Street north of Center Street shall be added to the City of Riverside General Plan Circulation Element Map as a sixty-six foot wide secondary facility. The precise location within San Bernardino County shall be determined as part of



the subdivision process. The alignment shall eventually connect to the extension of Key Street.

Policy N-2.9 West La Cadena Drive shall be extended to connect to Orange Street.

Policy N-2.10 As a part of the I-215 Freeway widening project, the interchanges with Center Street and Columbia Avenue should be modified.

Policy N-2.11 Strong Street shall be extended in a generally straight line to a cul-de-sac at the Santa Ana River.

Policy N-2.12 The City of Riverside and Riverside County should use block grant funds and/or assessment districts to provide for sidewalks at various locations within the plan area. Priorities for these sidewalks shall be as follows:

Street	Length of Sidewalk Needed
Columbia Avenue	1,860'
Fairmount Boulevard	1,350'
Main Street	1,720'
Orange Street	4,870'
Strong Street	3,750'
Center Street	1,550'

Policy N-2.13 All property owners or homeowners associations shall be responsible for landscaping and maintenance of land between the street curb and private property. Design techniques for new developments shall be used to avoid similar maintenance problems. The City and County shall undertake a program to landscape and maintain existing poorly kept reverse-frontage (backup) areas in Northside. The creation of additional backup treatment areas should be avoided where possible.

Policy N-2.14 The long term goal for the Northside is to move all utilities underground. Funding should come from City and County budget allocations, possible assessment districts and CALTRANS. Given the high cost and likely long time span for implementation, priorities for moving utilities should be as shown below:



Priority	Street	Cost Estimate (1991)
1	Columbia Avenue (Main to Orange Street)	\$40,000-\$115,000
2	Orange Street (Columbia Avenue to Burl Drive)	\$70,000-\$215,000
3	Columbia Avenue (Orange Street to W La Cadena)	\$35,000-\$100,000
4	Orange Street (Columbia Avenue to U.S. 60 Freeway) (Burl Drive to Placentia Lane)	\$75,000-\$225,000
5	Other Streets	as Funds Permit
*	West La Cadena	\$1,750,000-\$2,300,000
**	Center Street	\$25,000-\$80,000
* West La Cadena Drive should be considered a special case since the overhead utilities detract from the Scenic Highway designation of this street. Undergrounding should be incorporated as part of any widening of the I-215 Freeway and funded as part of the Freeway project.		
** Portions of existing Center Street and Placentia Lane that will be part of the new Center Street having existing 12 KV lines. These lines should be undergrounded as part of the Center Street extension.		

Policy N-2.15 New development shall be sited to emphasize views out of the Northside area and not block existing views. Subdivisions shall be laid out so that streets emphasize the views. In many cases this means streets should be perpendicular to the view. This visual corridor can also be protected by an open space easement across a portion of the lot.

Policy N-2.16 The U.S. 60 Freeway and Interstate 215 shall be considered to be designated as City of Riverside Scenic Highways with the following aesthetic measures:

- Future widening of the freeways should incorporate scenic features and maximize landscaping;
- The use of clusters of palm trees at interchanges such as exist at Center Street and Columbia Avenue should be emphasized;
- Private development on properties abutting the freeways should include aesthetic treatment and landscaping on the freeway side of the property.
- Billboard or pole signs visible from the freeway should be limited to the maximum extent consistent with Federal, State and City requirements.
- Overhead utility lines on West La Cadena Drive should be placed underground.

Policy N-2.17 Main Street should be lined with canopy type trees both at the curb edge and in the center median island. These canopy trees will soften the width of the street and reinforce the low



density residential goal of the Northside. This will also be in contrast to the palms to be used in a formal pattern to the south of the freeway.

Policy N-2.18 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

Goal N-3 To provide a balanced community with sufficient office, commercial and industrial uses while preserving the single family residential preeminence of the community.

Policy N-3.1 The proposed commercial development northwest of the interchange of the State 91, & U.S. 60 and I-215 freeways shall be developed in a manner that is sensitive to its location and the desires of the Northside Community. Development of this area shall address the following:

- A unified development plan shall be required for the entire site subject to City Council approval. Said plan should be carefully designed to reflect the sensitive location at the entrance to the Northside community and at the “window” opening to the freeway interchange.
- The entire site shall be planted in a lush landscape to emphasize a human scale to the extent possible.
- The site shall be de-emphasized as a strip commercial freeway center.
- The property shall be screened from the Strong Street residential area.
- The property shall be designed to blend into the Orange Street residential environment. A triple row of trees in a wide landscape set-back or the equivalent shall be used for this purpose.
- Right-of-way for the widening of U.S. 60 and I-215 shall be provided as required by CALTRANS.
- Lighting fixtures shall be of a human scale.
- Consideration should be given to assisting the Riverside Unified School District in making improvements to the Fremont Elementary School.



Policy N-3.2 Commercial uses along West La Cadena Drive should be focused at the Columbia Avenue and West Center Street intersections.

Policy N-3.3 The industrial/business park land use designations along West La Cadena Drive shall be particularly sensitive to views from the I-215 Freeway, shall be compatible with abutting residential uses to the west, and shall meet the following standards:

- No outdoor manufacturing shall be allowed.
- Only minimal outdoor storage will be allowed.
- Non-permanent and metal buildings shall be prohibited.
- Parcel sizes of at least one-hundred feet frontage and 20,000 square foot lots shall be encouraged.
- The City shall apply appropriate zoning to this area to implement the industrial/business park concept.

Goal N-4 To provide for comprehensive development and management of the Northside Community irrespective of political jurisdiction.

Policy N-4.1 The land use designations of the Northside Community Plan shall be as depicted on the City of Riverside General Plan Land Use Element Map.

Policy N-4.2 The City of Colton should be encouraged to keep the La Loma Hills primarily in open space. With any development of the La Loma Hills, extensive grading should be strongly discouraged. The current Colton general Plan allowing two dwelling units per acre should be modified to allow 0.2 dwelling units per gross acre.

Policy N-4.3 The street and bikeway classifications for the Northside Community shall be as shown on the City of Riverside General Plan Circulation Element Map.

Policy N-4.4 The City of Riverside, Riverside County and San Bernardino County should study the area shown on the Community Plan exhibit for possible redevelopment designation.

Policy N-4.5 All unincorporated portions of the study area within Riverside County should be annexed to the City of Riverside. The possibility of a boundary line shift between Riverside and San



Bernardino Counties to follow logical geographic limits should continue to be explored as well as other means of cooperation such as a Joint Powers Agreement to unify development opportunities.

Goal N-5 To preserve and promote the lower density charm of the Northside Community.

Policy N-5.1 The City shall encourage the retention and rehabilitation of historical structures including the following:

- The houses at 3260, 3261 and 3723 Strong Street, 3720 Stoddard Avenue and 1791 Orange Street should be considered for designation as “Structures of Merit” by the Riverside Cultural Heritage Board.
- The City shall in its review of development proposals consider the potential impacts of projects adjacent to the Trujillo Adobe. Land uses and public right-of-way adjacent to the Adobe should be designed to respect the Adobe and add to, rather than distract from, its setting.
- The City should encourage the possible restoration of the White Sulphur Springs property as a privately owned and operated hot spring and recreational facility. Should it be infeasible to restore this facility for this use, the potential of the site for a single family subdivision shall be explored.

Policy N-5.2 New subdivisions in the Northside should be encouraged to use pedestrian scaled street lights such as the “town and country” model rather than the common “mastarm” type.

Policy N-5.3 In order to enhance the visual qualities of the Northside, consideration shall be given to locating sidewalks at the property line rather than adjacent to the curb. This alternative may be used when ample space exists and when there is reasonable assurance of proper maintenance of parkway trees and landscaping by adjacent property owners.

Policy N-5.4 Tree varieties that provide substantial shade and a canopy effect over the street should be used in new developments and redevelopment projects.



Policy N-5.5 The City of Riverside shall encourage the installation of parking lot landscaping on those commercial and industrial properties currently without such amenities. As an incentive for landscaping, the City in co-operation with the County should develop a property rehabilitation program. One source of funds for such a program could be Block Grants.

Policy N-5.6 Natural appearing drainage channels of innovative design should be used in the Northside area whenever possible. Development projects should be required to develop their drainage in natural or semi-natural appearing channels. Channels planned for this type of treatment shall be as shown on the Community Plan exhibit.

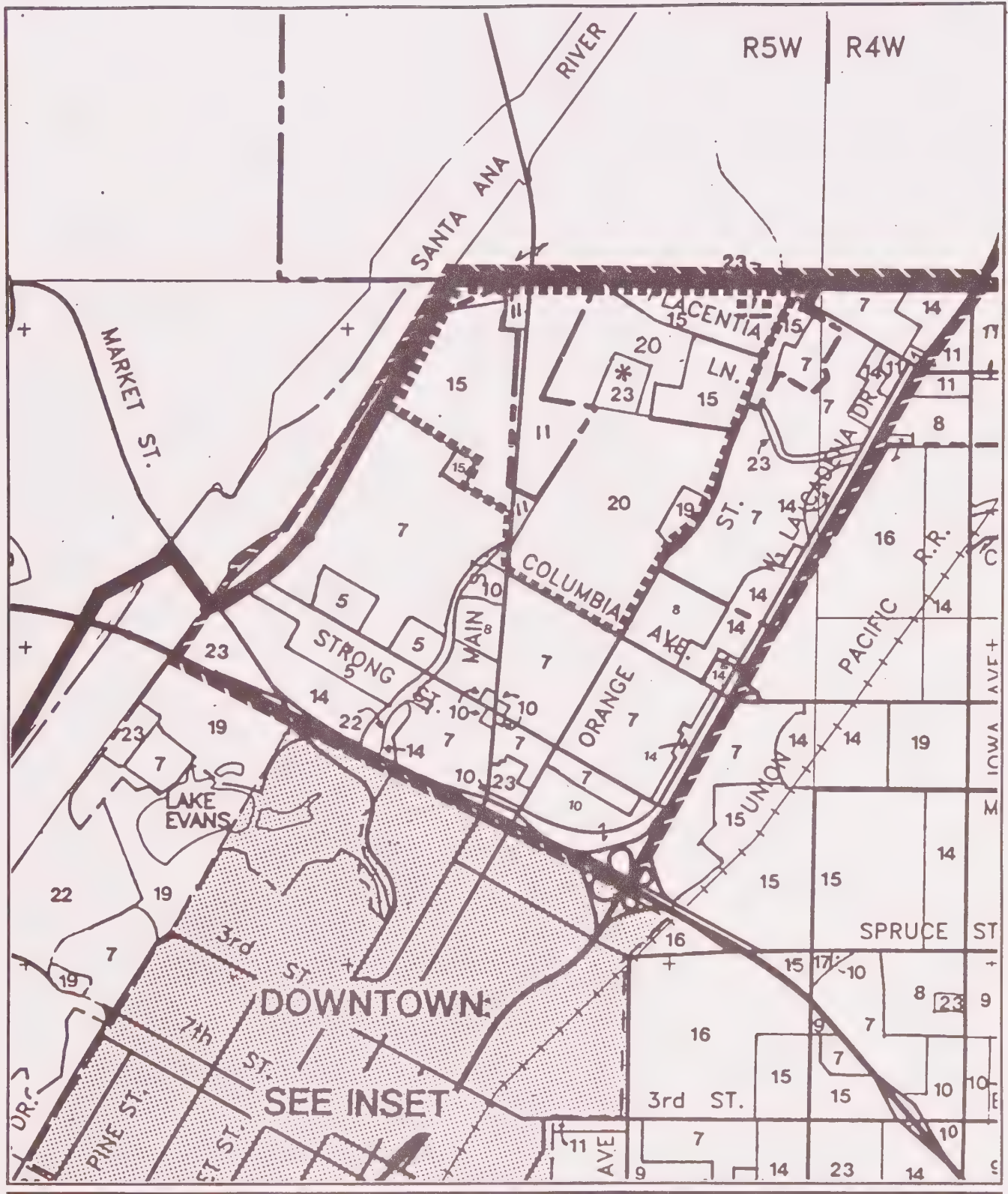
Policy N-5.7 Several areas within the Northside contain large groupings of existing trees that add visual interest to the area. Such tree groupings should be preserved as part of development projects or road widenings whenever possible.

Policy N-5.8 Land use interfaces between residential and commercial or industrial properties should receive special design consideration to protect the scenic integrity of the residential neighborhood as follows:

- Developments at the residential/commercial juncture should be required to:
 - Construct attractive solid screen walls.
 - Plant trees to soften the view of commercial or industrial buildings.

Dead end street terminations should not be used in these circumstances. Existing dead-end streets should be cul-de-sacs with appropriate walls and landscaping added to complete the street.





LEGEND

 Area Plan Boundary

For Land Use Key
see Section VII



North
Not to Scale

Exhibit 64 NORTHSIDE COMMUNITY PLAN

9. University Community Plan

The original University Community Plan was prepared in 1960 in anticipation of City annexation of 3,500 acres including the University of California at Riverside (UCR) Campus. An update to this Plan was initiated in 1982, with the first phase report completed in 1983. The first phase of the University Community Plan presented the existing conditions and issues for the area. The second phase, completed in 1986, proposed a recommended plan to guide future development based upon the earlier work.

The University Plan area is generally bounded by Spruce Street on the north, Box Springs Mountain on the east, a line south of and parallel to Central Avenue on the south, and a combination of Chicago Avenue, Ottawa Avenue and Kansas Avenue on the west. The Community Plan boundaries and General Plan land use categories for the University Community Area are depicted on Exhibit 65 (Page VIII - 52) at the end of this University Community Plan summary.

Purpose of the Community Plan

The University Community is distinct in the City of Riverside, due to the predominance of UCR as an employer, cultural/institutional presence and physical landmark. Because of the student, faculty and staff population, there is a demand for a greater variety of recreational facilities, affordable housing units, commercial facilities and transportation modes.

The University Community Plan has been established:

- To address the diversity of needs;
- To coordinate long-range planning with UCR;
- To provide a basis for judgement on land use proposals;
- To guide businesses and merchants in providing adequate services;
- To improve transportation and circulation; and
- To establish urban design guidelines and regulations for the area.

The goals and policies presented below seek to achieve these Plan objectives. Specific implementation measures are included in Appendix F-7 (*Under Separate Cover.*).



University Community Plan Goals and Policies

Goal U-1 **To continue joint planning efforts in order to allow for a balancing of concerns in addressing issues of mutual interest to the City and the University of California.**

Policy U-1.1 The City shall endeavor to notify the University, and vice versa, at the earliest possible time, of development proposals within the University Community.

Goal U-2 **To provide an adequate supply of affordable rental apartment housing within the University Community.**

Policy U-2.1 The City shall encourage construction of new rental apartments, retention of existing and future rental stock and provision of affordable units through the implementation of policies of the City's Housing Element.

Goal U-3 **To coordinate future development along University Avenue in recognition of its importance as 1) an entrance and connection between to the University of California at Riverside and the Downtown Core, 2) a center for the hospitality industry in Riverside and 3) a source of commercial services for surrounding residential neighborhoods.**

Policy U-3.1 The City should limit vehicle oriented commercial uses to that portion of University Avenue east of Chicago Avenue while encouraging less intense neighborhood and community oriented commercial uses west of Chicago Avenue and consider the following actions:

- Rezone properties fronting University Avenue west of Chicago Avenue from the existing C-3 zoning to the C-2 zone, a less intense and indoor oriented commercial zone.
- Discourage the parcelization of the Town Square Shopping Center at the southwest corner Chicago and University Avenues and encourage upgrading and expansion of the site.

Policy U-3.2 The City shall encourage lot consolidation to allow for meaningful commercial development of property fronting University Avenue west of Chicago Avenue to permit minimal curb cuts and to facilitate common parking areas.



- Policy U-3.3* The City shall encourage rehabilitation and redevelopment of properties along University Avenue:
- The City should expand the City's Commercial Revitalization Program to include the portion of University Avenue between the Riverside and Escondido Freeways.
 - The City should explore utilization of assessment districts, Community Development Block Grants and industrial development bonds to fund rehabilitation efforts.
- Policy U-3.4* The City should encourage sign programs which will contribute to the high quality image proposed to be projected through future development and redevelopment along University Avenue:
- The City should work with University Avenue property owners to develop a low profile sign program unique to University Avenue, including common sign elements.
 - The City should consider establishing sign amortization provisions for signs that are not consistent with the sign program developed pursuant to the above.
- Policy U-3.5* The City shall encourage the creation of a continuous uniform streetscape along University Avenue including consideration of a streetscape plan for University Avenue encompassing uniform standards for graphics, hardscape, landscape, and a street tree plan providing for alternate plantings of palm and evergreen shade trees.
- Policy U-3.6* The City should consider special code enforcement programs to remove blighted, unsafe structures.
- Policy U-3.7* The City should continue its efforts to develop and implement a Strategic Development Plan for the University Avenue Corridor.
- Policy U-3.8* The Mixed Use Office (25) land use designation as applied in the University Community Plan shall be intended to create a unique environment accommodating both commercial and office uses of high quality with related residential uses of attractive and compatible design, all of which should be implemented by large scale unified projects.



Section VIII — Area Plans

Policy U-3.9 The City shall establish a maximum floor area ratio of 0.5 for land designated Retail Business and Office (10) within the University Community Plan Area in the University Avenue Corridor.

Goal U-4 To provide for a modern neighborhood shopping center in the portion of the community generally north of UCR and east of the Escondido Freeway.

Policy U-4.1 The City should encourage the development of a neighborhood shopping complex at the northeast corner of Blaine Street and Iowa Avenue by maintaining a general plan designation for the northeast corner Blaine Street and Iowa Avenue which allows for the development of a neighborhood commercial center. Further, this designation should be implemented by the C-1 (Neighborhood Shopping Center) zone.

Policy U-4.2 The City should encourage the upgrading of the K-Mart center on the west side of Iowa Avenue at Blaine Street, particularly with regard to facade and landscaping treatment.

Goal U-5 To preserve those existing rural lifestyles within the University Community by recognizing topographical constraints to conventional urban development.

Policy U-5.1 The City shall retain rural lifestyles in the Mount Vernon Bowl area.

Policy U-5.2 The City shall encourage development to minimize grading impacts on the highly visible and sensitive hillsides in this area.

Goal U-6 To preserve Box Springs Mountain Regional Park as an open space resource for future generations.

Policy U-6.1 The City shall encourage Riverside County to acquire those lands identified for future acquisition for Box Springs Mountain Regional Park in order to maximize open space preservation.

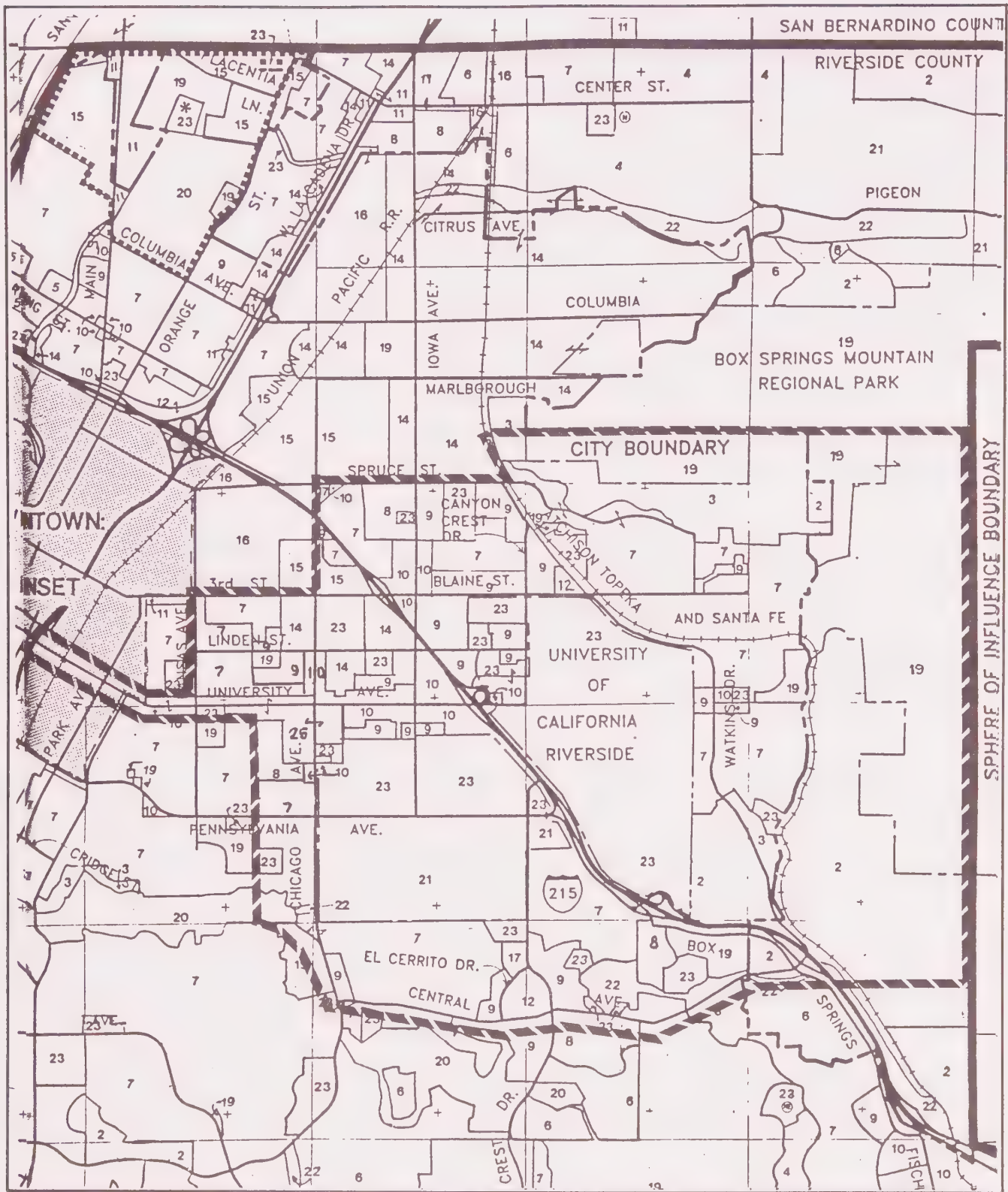
Policy U-6.2 The City shall encourage Riverside County to carefully review development proposals for Open Space areas adjacent to the Box Springs Mountain Regional Park. Such development should be sensitive to the natural terrain and compatible with the residential uses in the Mount Vernon Bowl Area.



Policy U-6.3

The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 65 UNIVERSITY COMMUNITY PLAN

C. *Specific Plans*

1. *Canyon Springs Specific Plan*

The Canyon Springs Specific Plan was prepared by T & S Development Inc., and was adopted by the City of Riverside in 1982. The Canyon Springs area is generally bounded by Interstate 215 on the west, State Route 60 on the north, Day Street on the east and Eucalyptus Avenue on the south. The Specific Plan boundaries and General Plan land use categories for each of the ten subareas of Canyon Springs are depicted on Exhibit 66 (Page VIII - 57) at the end of this summary.

Purpose of the Specific Plan

Canyon Springs, known as “The Springs” project, is a proposed mixed use development on approximately 311 acres. This proposed development includes commercial, office, industrial, entertainment and recreational uses. The intent of the project is to provide an area for development that establishes additional job and business opportunities for nearby Moreno Valley and to provide a balance to the predominantly residential land pattern of the area.

The Plan proposes retail and “highway commercial” development of the northern and southwestern portions of the project area. These land uses would comprise approximately half of the site, and would include such uses as a regional mall, restaurants, theaters, and freestanding furniture showrooms. A luxury hotel and single and multi-story professional and corporate office buildings make up about a quarter of the site, and lie within the center of the development. The southern quarter of the site is proposed as a light industrial park.

Standards for the provision of adequate infrastructure and public facilities have been included within the Plan. In addition, consistent design and development standards are established, addressing such issues as land use compatibility, site design, architecture and landscaping.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

Presented below are the goals and policies within the Canyon Springs Specific Plan.



Canyon Springs Goals and Policies

Goal CS-1 **To create a commerce center of retail commercial, office, light industrial and recreational uses, together with appropriate public, quasi-public and private services and facilities necessary to accommodate the shopping, employment, service, and recreational needs of the clientele of the Canyon Springs area.**

Policy CS-1.1 The land use pattern shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*), the Canyon Springs Specific Plan as adopted by City Council Resolution No. 15249 (including any subsequent amendments) and the Canyon Springs Development Agreement.

Policy CS-1.2 The Plan shall provide for the full conversion of the site to urban uses, however, approximately 15 percent of the project site will be reserved for landscaping in the form of setbacks along roadway corridors, dispersment within paved parking areas and to complement structures within the project.

Policy CS-1.3 The Plan shall reinforce the sense of place by including the institution and enforcement of strict architectural, landscape and signage criteria and standards, the use of the project name “CANYON SPRINGS”, establishment of consistent logo, color and graphics, and the creation of community programs and facilities.

Policy CS-1.4 The Plan shall encourage the implementation of compatible land use with surrounding adjacent developments including the following:

- Building height shall be limited and there shall be a provision of setbacks, walls, and landscaping to provide visual screening performance.
- Strict standards will eliminate glare, noise, odor, smoke, dust, vibration, and other environmental disturbances which preclude such uses in proximity to an elementary school or dwelling.

Policy CS-1.5 The maintenance and management responsibilities shall be met through the formation of a master commercial property owners’ association combined with subordinate associations.



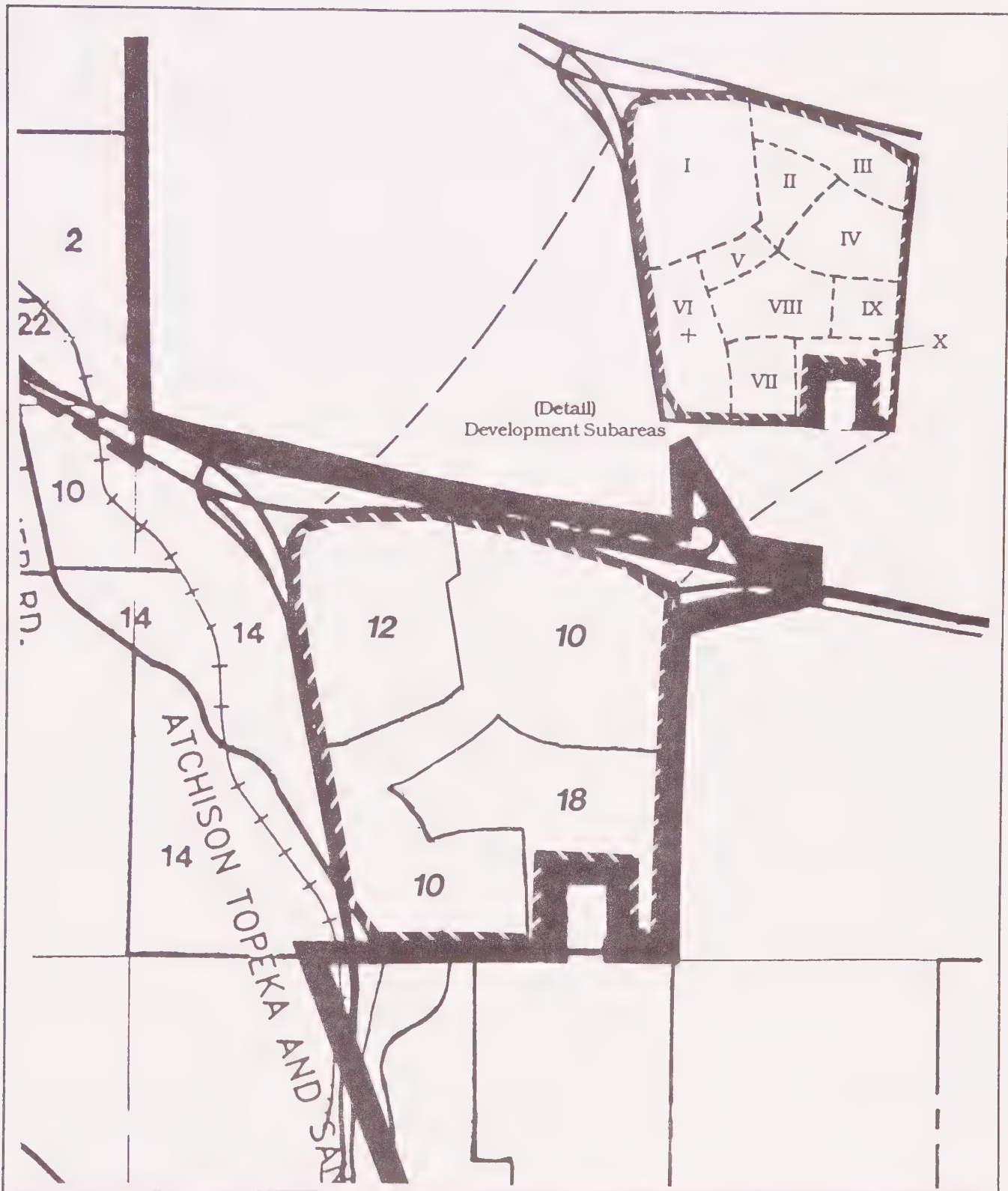
- Policy CS-1.6* Street rights-of-way and improvements, both standard and special, shall be provided as required by the Transportation Element, the adopted Specific Plan and the Development Agreement.
- Policy CS-1.7* The City shall encourage that architectural quality be emphasized throughout the Canyon Springs planning area, including the following:
- Quality building materials will be required such as brick, masonry, concrete, glass, tile, wood and the like; metal buildings will not be permitted.
 - The overall theme of the project will be one of timeless contemporary structures of substance and quality.
 - The majority of the structures will feature prominent roof lines and eaves, subtle use of texture and pattern and color.
- Policy CS-1.8* The land encompassed by the Specific Plan shall be divided into ten planning areas and the standards within each will be consistent with the zoning within them.
- Policy CS-1.9* The development of all Planning subareas shall incorporate the overall theme of architectural quality in accord with the development standards prescribed by the Specific Plan.
- Policy CS-1.10* The uses anticipated within SUBAREA 1 (the Regional Shopping Center) shall comply with the Uses Permitted Section of the C-1-A, Community Shopping Center Zone.
- Policy CS-1.11* The uses anticipated within the Regional Oriented Retail support commercial shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards prescribed by the adopted Specific Plan.
- Policy CS-1.12* The uses anticipated within SUBAREA 3 (the Highway Commercial/Hotel area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards prescribed by the adopted Specific Plan.



Section VIII — Area Plans

- Policy CS-1.13* The uses anticipated within SUBAREA 4 (the Retail Commercial area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.14* The uses anticipated within SUBAREA 5 (the Support Commercial area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone as described in Title 19 of the Riverside Municipal Code and the development standards of the adopted Specific Plan.
- Policy CS-1.15* The uses anticipated in SUBAREA 6 (the Highway/Community Oriented Retail planning area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.16* The uses anticipated within SUBAREA 7 (the Regional Oriented Retail support commercial area) shall comply with the Uses Permitted Section of the C-2, Restricted Commercial Zone and the standards of the adopted Specific Plan.
- Policy CS-1.17* The uses anticipated in SUBAREA 8 (the Corporate Office Planning Area) shall comply with the Uses Permitted Section of the C-O, Commercial Office Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.18* The uses anticipated within SUBAREA 9 (the Professional Office area) shall comply with the Uses Permitted Section of the C-O, Commercial Office Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.19* The uses anticipated within SUBAREA 10 (the Medical Campus area) shall comply with the Uses Permitted Section of the C-O, Commercial Office Zone and the development standards of the adopted Specific Plan.
- Policy CS-1.20* There shall be specific implementation standards with regard to screening which are consistent in all of the planning areas as prescribed by the adopted Specific Plan.
- Policy CS-1.21* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



For Land Use Key
see Section VII

Exhibit 66 CANYON SPRINGS SPECIFIC PLAN

2. *Hawarden Hills Specific Plan*

In 1977, the Hawarden Hills Study was adopted by the City of Riverside. Alternative B of the Study was adopted as the Specific Plan for Hawarden Hills because it particularly emphasizes the environmental and aesthetic issues associated with the area.

The study area consists of five-hundred acres in the east-central portion of Riverside. Hawarden Drive, the Hawarden Hills ridgeline, and the undeveloped area east of the ridgeline provide the City with a unique and interesting locale, as well as a scenic natural and aesthetic resource. The Specific Plan boundaries and General Plan land use categories are shown on Exhibit 67 (Page VIII - 60) at the end of this summary.

Purpose of the Specific Plan

As the City grows, development pressures present the possibility of increased residential densities and urban improvements such as gutters, sidewalks and street lights which would begin to change the character that makes Hawarden Hills unique and interesting. This Plan seeks to sensitize development in the eastern portion of the area to topographic and environmental concerns, protect the natural beauty of the Hawarden Hills ridgeline and establish special design criteria for the Hawarden Drive area. The Plan also recommends measures which promote traffic safety and adequate circulation throughout the Specific Plan area.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The goals and policies of the Hawarden Hills Specific Plan are presented below.

Hawarden Hills Goals and Policies

Goal HH-1 To place prime emphasis on the compatibility of subdivision design with topographical and environmental considerations within the Hawarden Hills Plan area.

Policy HH-1.1 The City shall endeavor to increase flexibility in the configuration of streets and the location of dwelling units in topographically rugged or environmentally sensitive areas through the implementation of the Residential Conservation Zone.

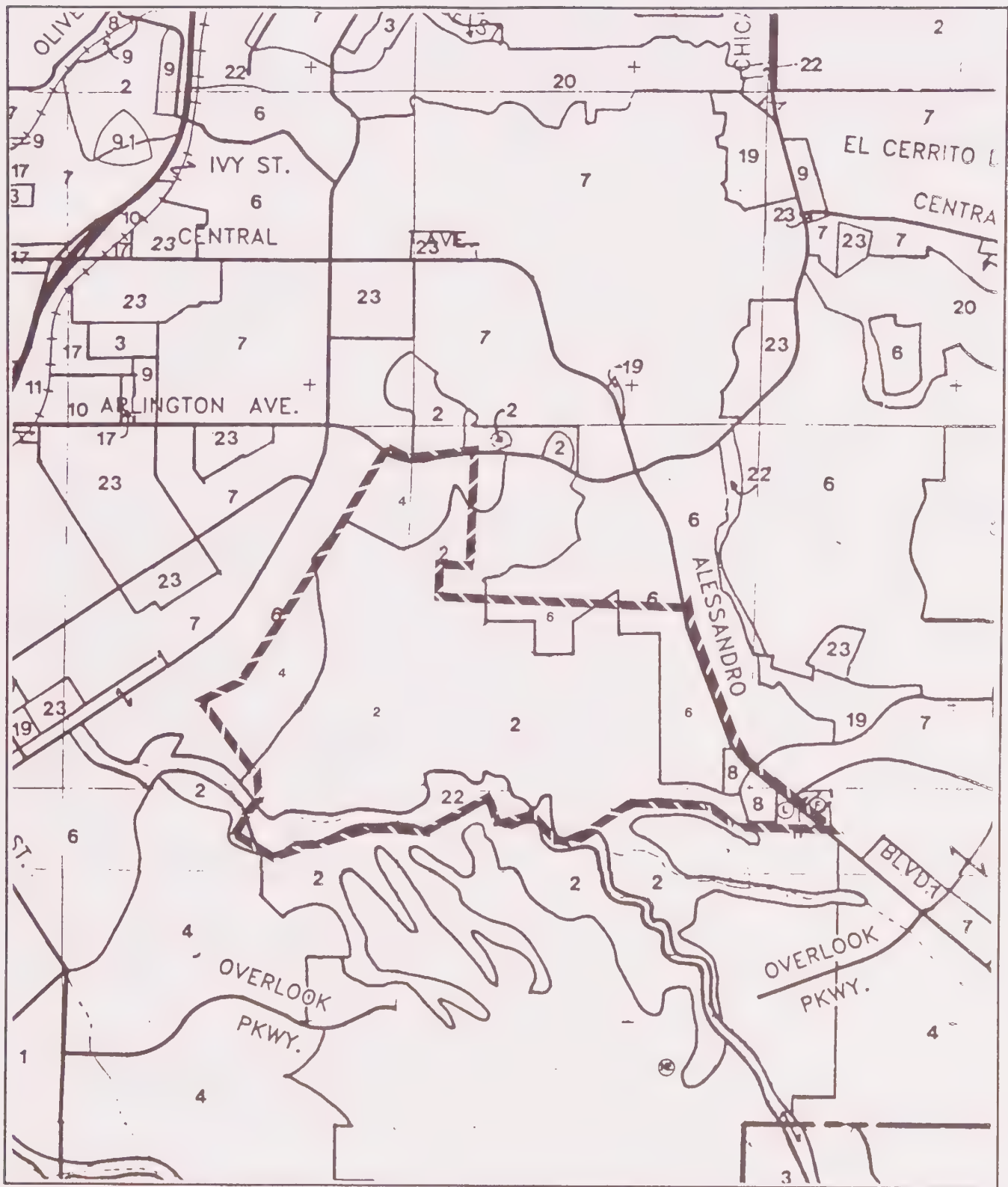
Policy HH-1.2 The City shall encourage review of any proposed development in or adjacent to the Alessandro Arroyo for potential impacts on archaeological sites.



Goal HH-2 To preserve the existing character of Hawarden Drive and the Hawarden Hills Ridgeline as an entity with an emphasis on traffic safety, history and aesthetic values along Hawarden Drive; and environmental and open space values along the Ridgeline.

- Policy HH-2.1* Structures should be sited as far below the Ridgeline as possible.
- Policy HH-2.2* The City should develop a list of fire retardant plant species compatible with soil and climatic conditions on the Ridgeline, along with instruction for their establishment.
- Policy HH-2.3* Changes to natural vegetation should be allowed only when the Fire Department specifically determines that such are necessary for fire safety.
- Policy HH-2.4* The City should require minimum improvements to include street trees, asphaltic berm curbing, decorative street lights and curb markings to the specifications of the City Traffic Engineer as development occurs on Hawarden Drive from Ana Street to the Alessandro Arroyo.
- Policy HH-2.5* The City shall encourage the maximum retention of existing street trees along the entire length of Hawarden Drive and require developers to supplement these trees with a parkway landscaping theme emphasizing citrus and palm trees to maintain continuity with the area's historical citrus orientation.
- Policy HH-2.6* The City shall discourage further streets intersecting with Hawarden Drive.
- Policy HH-2.7* Development standards shall include those prescribed by the Hawarden Hills Specific Plan adopted by City Council Resolution No. 13073.
- Policy HH-2.8* Land Uses shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.
- Policy HH-2.9* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND

 Area Plan Boundary

For Land Use Key
see Section VII



North
Not to Scale

Exhibit 67 HAWARDEN HILLS SPECIFIC PLAN

3. Hunter Business Park Specific Plan

The Hunter Business Park Specific Plan was prepared by the Arroyo Group and CG Engineering and adopted in April, 1988.

Hunter Business Park is a 1,200 acre site located northeast of downtown Riverside. The Specific Plan area is generally bounded by the Riverside Freeway to the west, the Escondido Freeway and Spruce Street to the south, Box Springs Mountain County Regional Park to the east and the Spring Brook Arroyo to the north. The Specific Plan boundaries and General Plan land use categories are shown on Exhibit 68 (Page VIII - 64) at the end of this summary.

Purpose of the Specific Plan

The Hunter Business Park Specific Plan describes the development framework for the area which will provide a major employment center for the City of Riverside. The Plan establishes the design guidelines, development criteria and implementation measures which are necessary to achieve the plan for a coordinated, efficient and high quality industrial development.

Three land use districts were established to provide a range of industrial development opportunities. They are: the General Industrial District; the Garden Industrial District and the Industrial Park District. Each district has its own development standards and guidelines with its distinct character. Additionally, within each district are areas of quasi-public/public open space, residential infill and agricultural residential areas. In addition to land use, this Plan also addresses zoning and design guidelines, circulation, infrastructure and implementation actions.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

Presented below are the goals and policies for the Hunter Business Park Specific Plan.

Hunter Business Park Goals and Policies

Goal HBP-1 To develop a major employment center for the City of Riverside.

Goal HBP-2 To enhance Hunter Business Park's unique features, including Hunter Park, Box Springs Mountain Regional Park and City vistas.



Goal HBP-3 To establish unique and practical planning concepts which will enhance Hunter Business Park's competitive position in the region.

Policy HBP-3.1 Land uses shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

Goal HBP-4 To establish appropriate implementation programs to provide necessary infrastructure improvements.

Policy HBP-4.1 The circulation system for the project area shall rely on the major thoroughfares as prescribed by the Transportation Element.

Policy HBP-4.2 Special rights-of-way widths and improvements shall be as prescribed by the Hunter Business Park Specific Plan adopted by City Council Resolution No. 16792, including any subsequent amendments.

Policy HBP-4.3 The City shall encourage the use of Public Transportation with the improvement of transit facilities; the placement of comfortable, protected (sun and inclement weather) bus stops, and the opening of new roadways which offer opportunities for additional bus routes.

Goal HBP-5 To improve automobile and pedestrian access while maintaining rail access and to improve visual recognition of the Business Park area from the adjacent freeway network.

Policy HBP-5.1 The location of rail lines within and adjacent to the project area shall provide opportunities to serve future industrial-transportation-distribution facilities which will develop in the Hunter Business Park.

Goal HBP-6 To provide a safe and adequate environment for pedestrian and bicycle traffic within the Plan area.

Policy HBP-6.1 A pedestrian network should be provided in conjunction with a network circulation plan to allow for pedestrian movement within the project and surrounding areas.

Policy HBP-6.2 The pedestrian network should use the proposed roadway system of the Specific Plan area which is conceived as a series of linear parks as well as traffic corridors.



Policy HBP-6.3 The quality of the public right-of-way should be enhanced through the use of enriched paving materials, lighting, street trees and landscaping.

Policy HBP-6.4 The pedestrian network should consist of sidewalks within the rights-of-way of each adjoining street and on site, internal pedestrian walkways to establish new patterns of pedestrian activity.

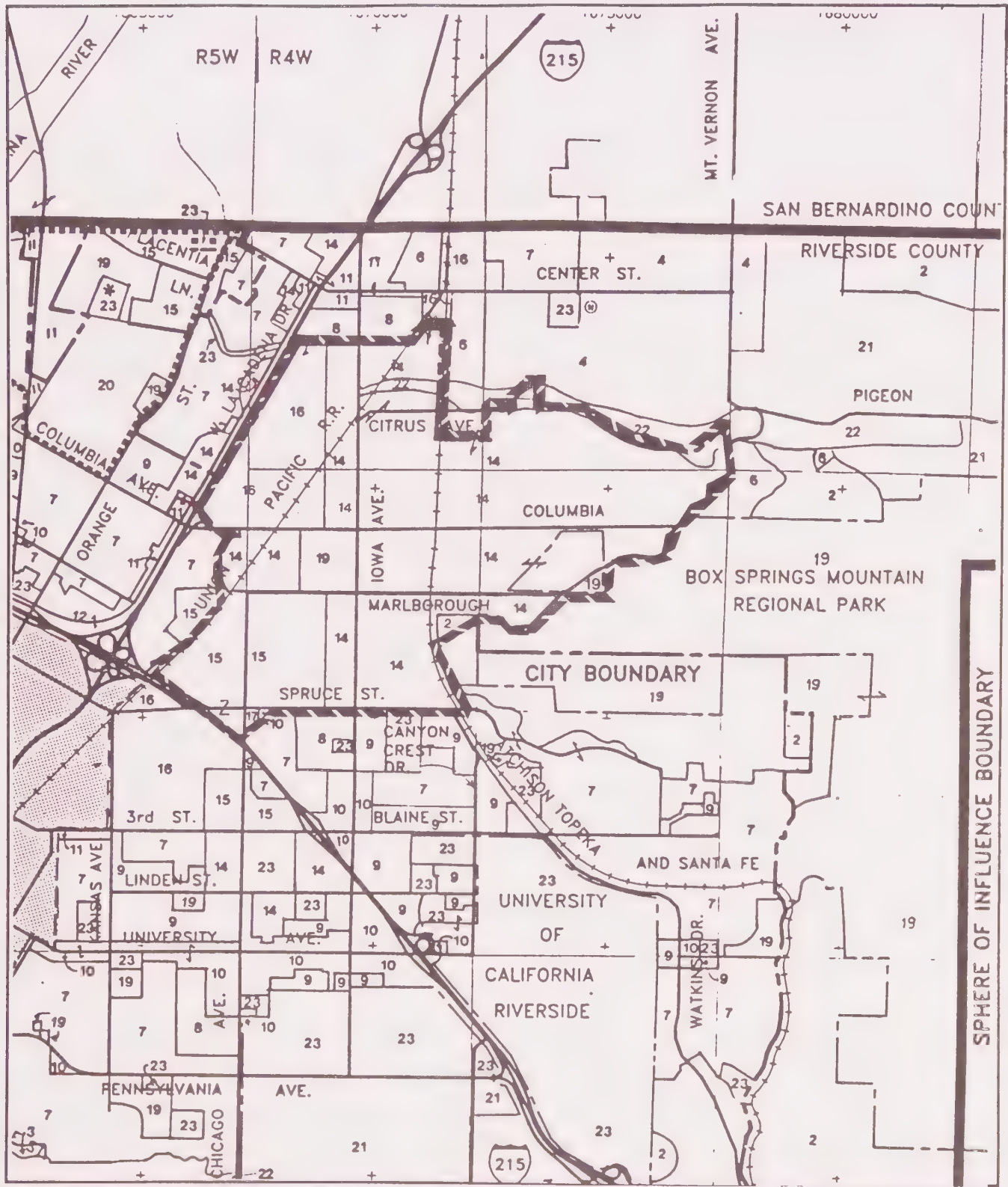
Policy HBP-6.5 The City should provide an adequate and safe environment for bicyclists within the planning area with bike lanes consistent with the bicycle routes shown on the Transportation Element of the General Plan, connecting with city wide routes.

Policy HBP-6.6 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

Goal HBP-7 To create a high quality industrial park environment which will stimulate investments by the private sector.

Policy HBP-7.1 Special land use limitations and property development standards shall apply as prescribed by the Hunter Business Park Specific Plan adopted by City Council Resolution No. 16792, including any subsequent amendments.





LEGEND



For Land Use Key
see Section VII



Not to Scale

Exhibit 68 HUNTER BUSINESS PARK SPECIFIC PLAN

4. *La Sierra Specific Plan*

The La Sierra Specific Plan was prepared by the consulting firm, The Planning Center, and was adopted by the City of Riverside on July 9, 1991. The site is bounded by La Sierra Avenue on the west, Arizona Avenue and Arizona Intermediate School on the south, Vallejo Avenue on the east and the Riverside (91) Freeway on the north. Indiana Avenue traverses the northerly portion of the site. The specific plan boundaries and General Plan land use categories are depicted on Exhibit 69 (Page VIII - 67) at the end of this summary.

Purpose of the Specific Plan

The La Sierra Specific Plan has been prepared to provide the guidelines for the development of a mixed use development on an approximately 121 acre site. There are three rolling hills that are a focal point in the design consideration. This proposed development includes retail, office, park land and senior apartments. The major focus of the project is to build a high quality office park setting with the topmost hill in the project developed as an administrative/conference center for the Riverside Community College District.

The plan proposes 200 senior citizen apartments on 8 acres, a 7 acre park site next to Arizona Intermediate School, retail uses adjacent to the 91 Freeway and over 15 acres of offices located between the retail area and the institutional center on top of the hill.

Standards for the provision of adequate infrastructure and public facilities have been included within the plan. In addition, consistent design and development standards are established, addressing such issues as land use compatibility, site design, architecture and landscaping.

Presented below are the goals within the La Sierra Specific Plan.

La Sierra Goals and Policies

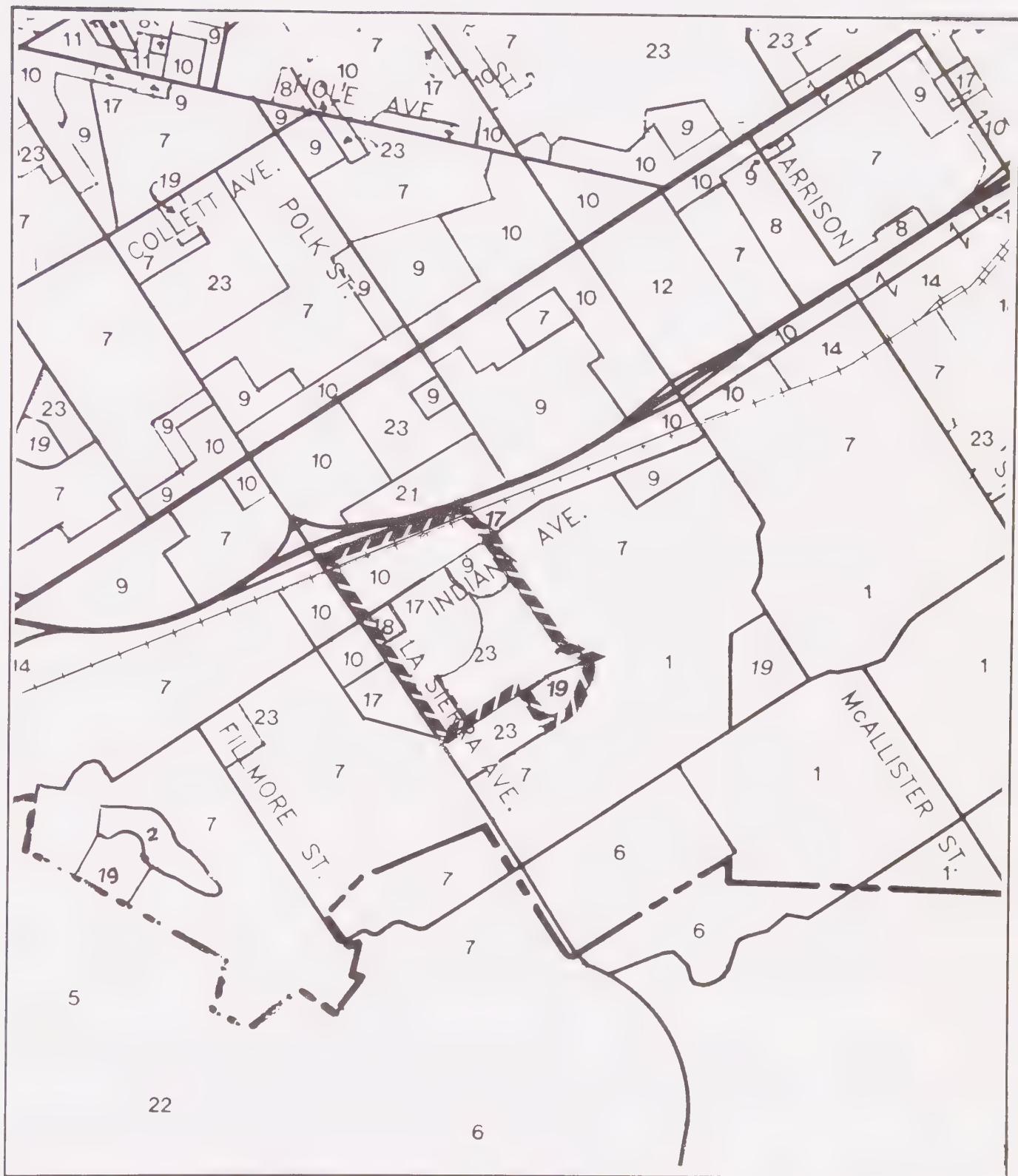
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|------------------|--|
| Goal LS-1 | To provide the City of Riverside with the necessary assurances that the project will attain the desired level of quality. |
| Goal LS-2 | To serve as general design criteria for use by planners, architects, landscape architects, engineers, builders and future property owners to avoid unnecessary delays in the project development process. |



Section VIII — Area Plans

- Goal LS-3** To provide guidance to City Staff, Planning Commission, Design Review Board and the City Council when reviewing future development projects within the project area.
- Goal LS-4** To provide a viable framework and clear direction without limiting the creativity of the designer.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 69 LA SIERRA SPECIFIC PLAN

5. *Lusk Highlander Specific Plan*

The Lusk Highlander Specific Plan was adopted by the City in November, 1990. The plan was prepared in 1986 by a consultant team for the Lusk-Highlander partnership, owner of the Specific Plan area.

The Lusk Highlander area includes 411 acres of land situated immediately to the northwest of the I-215/U.S. 60 freeway interchange. The Specific Plan boundaries and General Plan land use categories are shown on Exhibit 70 (Page VIII - 70) at the end of this summary.

Purpose of the Specific Plan

The Lusk Highlander Specific Plan addresses property that is located, for the most part, within the boundaries of the Sycamore Canyon Specific Plan. The primary objective of this Plan is the development of the property adjacent to Sycamore Canyon in a sensitive, comprehensive manner, primarily as a residential community.

The Plan includes a 125 acre addition to Sycamore Canyon Park.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

In addition, the Plan addresses the circulation needs of the project area and the expansion of public facilities and infrastructure that development of the area demands. The following goals and policies reflect the contents of the Lusk Highlander Specific Plan.

Lusk Highlander Goals and Policies

Goal LH-1 To allow for the orderly and coordinated development of the property.

Policy LH-1.1 Development of the Plan area shall occur in a manner consistent with the City's adopted Sycamore Canyon Specific Plan.

Policy LH-1.2 The developer of the Plan shall provide for the extension of necessary public facilities and services and a circulation system in a logical phased program to serve the development as prescribed by the Lusk-Highlander Development Agreement.



Policy LH-1.3 The development shall provide for a variety of housing types ranging from single family estate lots to apartments offering the opportunity for choice in housing type and locality.

Policy LH-1.4 The land use shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

Policy LH-1.5 The Specific development standards shall be as prescribed by the Lusk-Highlander Specific Plan adopted by City Council Resolution No. 16031, including any subsequent amendments and the related Development Agreement.

Goal LH-2 To preserve and protect the valuable aesthetic, open space, plant and wildlife resources in neighboring Sycamore Canyon Park.

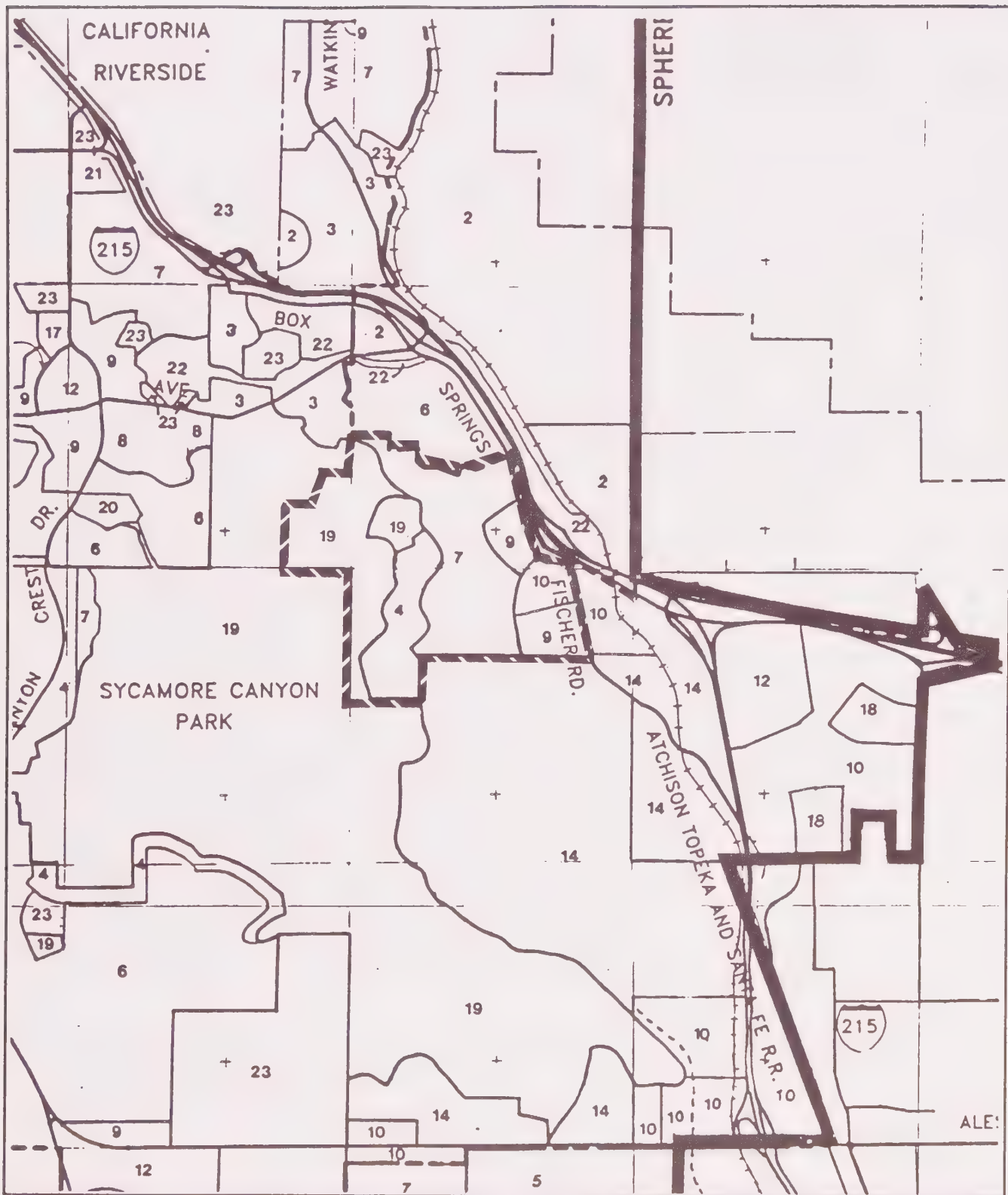
Policy LH-2.1 The City shall, in its review of development proposals, consider landform and other natural constraints during project design and construction to retain as many of the land's natural and physical attributes as possible. Preservation of the western portion of the project site as a part of the proposed Sycamore Canyon Park will be incorporated into the design of the project.

Policy LH-2.2 The City shall, in its review of development proposals, consider the preservation of those areas of the project site that are high in scenic quality and biological significance as permanent natural open space through the clustering of development. This will allow the western portion of Lusk-Highlander to be retained as open space to be visually enjoyed by the future inhabitants of this development and the community, as well as being a continued wildlife habitat area contributing to the preservation of valued biological resources.

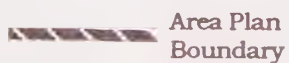
Policy LH-2.3 The City shall, in its review of development proposals, consider inclusion of sensitive and harmonious community design principles to assure compatibility between project land uses and surrounding land uses.

Policy LH-2.4 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



For Land Use Key
see Section VII



North
Not to Scale

Exhibit 70 LUSK HIGHLANDER SPECIFIC PLAN

6. *Mission Grove (Alessandro Heights) Specific Plan*

The Mission Grove Specific Plan was prepared by J. F. Davidson Associates and adopted by the City of Riverside in June, 1985. The 637 acre site is located in the southeast corner of the City of Riverside around the intersection of Trautwein Road and Alessandro Boulevard. It is bounded generally by March Air Force Base on the east, Orangecrest to the south, Woodcrest and Wood Road on the west, and the Canyon Crest and Sycamore Canyon Areas to the north. The Specific Plan boundaries and General Plan land use categories for Alessandro Heights are depicted on Exhibit 71 (Page VIII - 75) at the end of this summary.

Purpose of the Specific Plan

This Plan was produced in order to guide the development of a 637 acre master-planned development project, proposing a mix of industrial and residential uses in a park-like atmosphere. The intent of the development project is to provide additional employment and a broad mix of housing opportunities for the area while creating a development that is sensitive to the natural and physical constraints of the property. The property is comprised of rolling hills, three major arroyos and several minor tributaries.

In order to sensitively preserve the unique character of Alessandro Heights, several issues have been addressed, including:

- Special design standards for setbacks along Alessandro Boulevard and Trautwein Road.
- A professionally master-planned landscaping program throughout the project.
- On-going review of architectural designs for all uses to assure quality and coordination throughout the project.
- Provisions for on-going maintenance of the riparian area, common open space, and setbacks.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements: it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The following goals and policies reflect the contents of the Mission Grove Specific Plan.



Mission Grove Goals and Policies

Goal MG-1 To provide industrial, commercial and residential land uses in a park-like atmosphere within the Specific Plan area.

- Policy MG-1.1* Land Use shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*) and include ample land for an employment base that will attract 'clean' industries and provide jobs for residents of Riverside County. The Specific Plan may include more detailed land use and design standards.
- Policy MG-1.2* The land use pattern shall accommodate a mix of housing opportunities to meet the needs of families with variable economic and social lifestyles.
- Policy MG-1.3* The City should establish the framework for site specific design criteria in order to maintain an attractive high quality setting as a gateway into the City of Riverside.
- Policy MG-1.4* The City should encourage development that is sensitive to the natural and physical constraints of the property.
- Policy MG-1.5* The land use plan shall give attention to capturing advantageous locations for non-residential uses along major streets, compatibility with adjacent development, the retention of significant natural features, and providing higher residential densities where there is an appropriate level of infrastructure.

Goal MG-2 To provide for a safe and efficient circulation system throughout the project area.

- Policy MG-2.1* The development pattern shall encourage safe movement of all forms of transportation including vehicular, bicycle, equestrian and pedestrian modes.
- Policy MG-2.2* An efficient circulation system should be created by providing improved streets and parkways that meet the demands of the intended land use, establishing alignments that optimize use and safety, and by avoiding a mix of industrial with less compatible residential traffic.
- Policy MG-2.3* Regional traffic passing through the Plan area should be accommodated by a hierarchy of improved public rights-of-way; width and improvement standards should be as expressed by the Transportation Element, the Mission Grove



(Alessandro Heights) Specific Plan as adopted by City Council Resolution No. 15772 (including any subsequent amendments) and the related Development Agreement.

Policy MG-2.4 The City should encourage alternatives to automobile transportation as a means to reduce energy consumption, air pollution, and traffic congestion.

Policy MG-2.5 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

Goal MG-3 To provide for a complete range of services designed to meet the needs of all land use types encompassed by the Specific Plan.

Goal MG-4 To provide for highly urbanized development while retaining those prominent natural features that best characterize each of the properties.

Policy MG-4.1 On site drainage should be conveyed through storm drains, streets or natural watercourses depending on the type of land use where collection occurs.

Policy MG-4.2 Grading should be terrain sensitive and in conformance with the grading policies of the City of Riverside, as well as employ the particular techniques required by the adopted Specific Plan.

Policy MG-4.3 The City should require developers to create a professional master-planned landscaping program for parkways and setbacks along Trautwein Road, Alessandro Boulevard, and all other streets.

Policy MG-4.4 The City shall encourage highest quality of appearance along street corridors and consider requirement of such right-of-way improvements as meandering sidewalks, decorative street hardware (i.e. benches, entry monuments, signage, etc.), undulating terrain, and berming with reverse frontage walls of masonry or stucco materials.

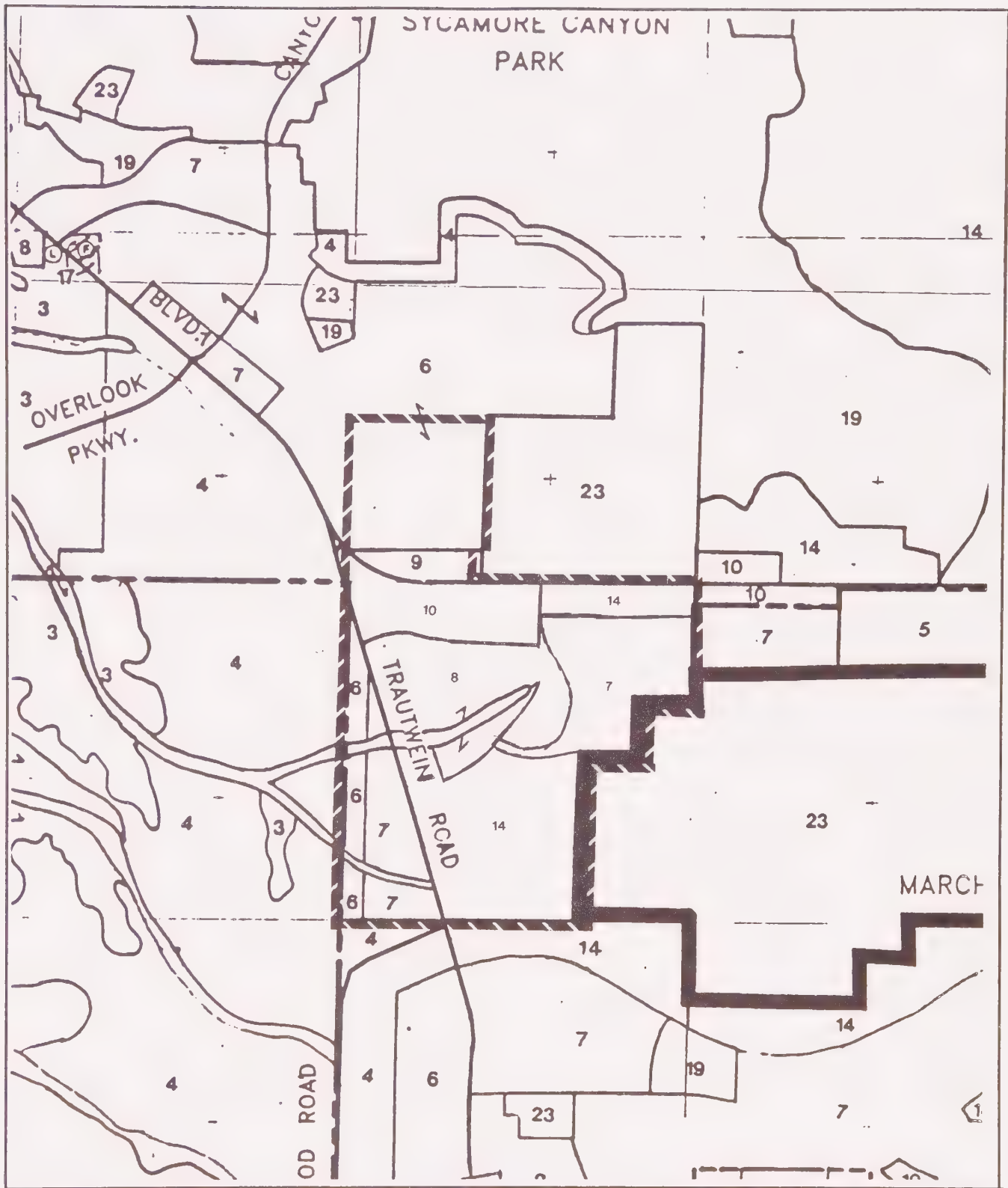
Policy MG-4.5 Special landscaping and setback requirements for Trautwein Road and Alessandro Boulevard shall be as required by the adopted Specific Plan and related Development Agreement.



Section VIII — Area Plans

- Policy MG-4.6* Single and Multiple family areas shall be developed per the standards of the adopted Specific Plan.
- Policy MG-4.7* A Retail Commercial area shall be designated to provide goods and services for the daily needs of all people within the Plan area, with safe and efficient access to and through the site provided for all modes of transportation, and architectural harmony with the surrounding community.
- Policy MG-4.8* A Commercial Office Support area shall be designated to accommodate a combination of professional services, business offices and selected retail commercial activities which will support the needs of the employees and businesses within the industrial development.
- Policy MG-4.9* The designated Industrial land within the Specific Plan area shall be developed per the standards of the adopted Specific Plan.





LEGEND



For Land Use Key
see Section VII

Exhibit 71
MISSION GROVE
(ALESSANDRO HEIGHTS)
SPECIFIC PLAN

7. *Orangecrest Specific Plan*

The Orangecrest Specific Plan was prepared by J. F. Davidson Associates for the S.I.C. Corporation and was adopted by the City Council of Riverside in 1985. The planning area is generally bounded by March Air Force Base on the south, east, and north, with Wood Road defining the western boundary. The unincorporated Woodcrest Community is adjacent on the west and southwest. The Specific Plan boundaries and General Plan land use categories for Orangecrest are depicted on Exhibit 72 (Page VIII - 78) at the end of this summary.

Purpose of the Specific Plan

The Orangecrest development area encompasses approximately 1,514 acres. Agriculture, primarily citrus groves, was the dominant land use in Orangecrest in the past. This Specific Plan created a planned community of residential, commercial and industrial land uses.

Commercial, office and light industrial uses are identified in the Plan, which comprise about 18 percent of the Plan area. The commercial uses are situated at major traffic intersections to promote commercial nodes, rather than strip development. This planning concept is consistent with that presented in Alessandro Heights and the Canyon Crest communities.

The Plan proposes community and recreational facilities such as schools, parks, a library and a fire station. In addition, the Plan presents a transportation system that encourages pedestrian walkways, bikeways, and public transit.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The goals and policies for the Orangecrest Specific Plan are presented below.

Orangecrest Goals and Policies

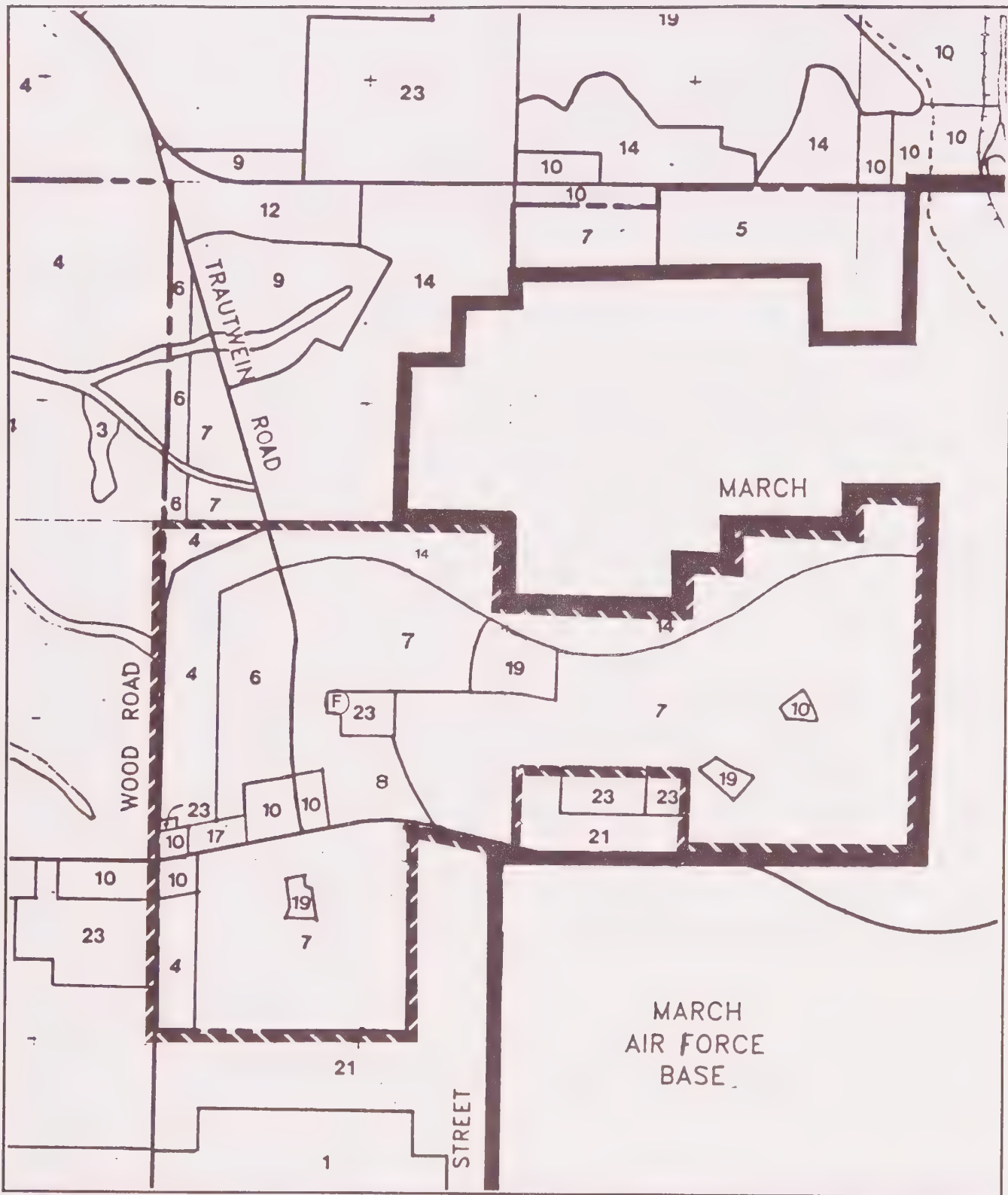
Goal O-1 **To create a community developed around a citrus theme that meets the needs of its residents for a wide range of urban services and facilities.**

Policy O-1.1 The land use pattern shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*), encompassing residential uses of varying intensities, office and commercial development, industrial uses and public facility and recreation sites. The Specific Plan may include more detailed land use and design standards.



- Policy O-1.2* The traffic circulation system shall be as prescribed by the Transportation Element and the special standards contained in the Orangecrest Specific Plan adopted by City Council Resolution No. 15886.
- Policy O-1.3* Special development and land use standards shall apply as required by the adopted Specific Plan.
- Policy O-1.4* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



For Land Use Key
see Section VII



North
Not to Scale

Exhibit 72 ORANGECREST SPECIFIC PLAN

8. *Riverside Auto Center Specific Plan*

The Riverside Auto Center Specific Plan was adopted by the City of Riverside on October 23, 1990. This Plan was prepared by the City of Riverside in cooperation with the Riverside Auto Center dealers.

The Riverside Auto Center Specific Plan area encompasses 135 acres of land generally bounded by Freeway 91 on the northwest, the AT&SF Railroad easement on the southeast, Winstrom Street on the northeast and Vance Street to the southwest. The Specific Plan boundaries and General Plan land use categories for the Riverside Auto Center are depicted on Exhibit 73 (Page VIII - 83) at the end of this summary.

Purpose of the Specific Plan

The Center, developed in 1965, was one of the earliest auto centers constructed in the United States and was one of the forerunner of today's auto malls. Although unique for its day, the Riverside Auto Center is no longer at the forefront of Auto Center design for the competitive Southern California market.

The purpose of this Specific Plan is to promote the revitalization of the Riverside Auto Center. The Plan recognizes two major issues affecting the viability of the Auto Center, competition and physical facility problems. To address these concerns, the Plan establishes recommendations and guidelines for:

- Increasing visibility of automobile displays;
- Enhancing landscaping;
- Establishing focal point street trees and distinctive street lights;
- Increasing focus and clarity of display areas;
- Easing customer parking;
- Keeping implementation costs down;
- Improving entry treatments;
- Attracting new vehicle franchises;
- Establishing a Center logo;
- Creating a better focus for the Center; and
- Increasing freeway exposure.



The Plan further establishes private property standards, uniform improvement standards and implementation measures.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The goals and policies of the Riverside Auto Center Specific Plan are presented below.

Riverside Auto Center Goals and Policies

Goal RAC-1 To retain and/or return the Riverside Auto Center as the premier “state of the art” auto center in Southern California.

Goal RAC-2 To retain and expand a major component of the City’s sales tax and employment base.

Goal RAC-3 To provide an attractive shopping experience for the purchase of automobiles.

Policy RAC-3.1 The City shall encourage keeping the center in a concentrated area with a focus on new car sales.

Policy RAC-3.2 The City shall encourage the provision of a clear identity to the Center from the freeway, at entry points, and within the Center itself.

Policy RAC-3.3 The City shall encourage the provision of attractive display space for automobiles.

Policy RAC-3.4 The City shall encourage automobile franchises selling all makes of automobiles offered in the region to locate in the Center - one stop shopping.

Policy RAC-3.5 The City shall encourage the provision of adequate and easy parking for customers.

Policy RAC-3.6 The City shall encourage the provision of consumer friendly places; a place which cultivates and enhances the customer’s enjoyment of shopping; both in the daytime and at night, through superior design of facilities - showrooms, customer reception areas, service and parts departments and outdoor display areas.



Policy RAC-3.7 The following shall be the key development features of the Specific Plan:

- *Increased Visibility of Automobile Displays.* Featured car display pads are proposed to be allowed in the public street rights-of-way near the travel lanes.
- *Landscape Enhancement.* An abundant use of landscaping materials is proposed to be added throughout the Center. Grass turf areas will be added throughout the center similar to the newer dealerships, where display pads are located in attractive landscape settings.
- *Focal Point Street Trees.* Dramatic tall palm trees are proposed to be used to enhance the Auto Center and give it greater visibility.
- *Focus and Clarity of Display.* Special paving materials and landscaping accents are proposed to be used in the display area.
- *Ease of Customer Parking.* Parallel street parking is proposed to be converted to angle parking along many of the streets to provide easier and more convenient customer parking, to visually narrow the streets, and to provide a friendlier atmosphere.
- *Keep Costs Down.* Concepts have been developed to keep improvement costs at reasonable levels in order to facilitate implementation.
- *Focus Center.* The Auto Center is proposed to be retained within its current area rather than continue to expand. This will offer focus to the Center and convenience for the shopper.
- *Freeway Exposure.* The visibility of the Auto Center to the 91 Freeway is proposed to be increased through new freeway signing and the redevelopment of the area between Indiana Avenue and the freeway.
- *Entry Treatments.* Entry signs and special flag pole designs are proposed to be placed at four locations.



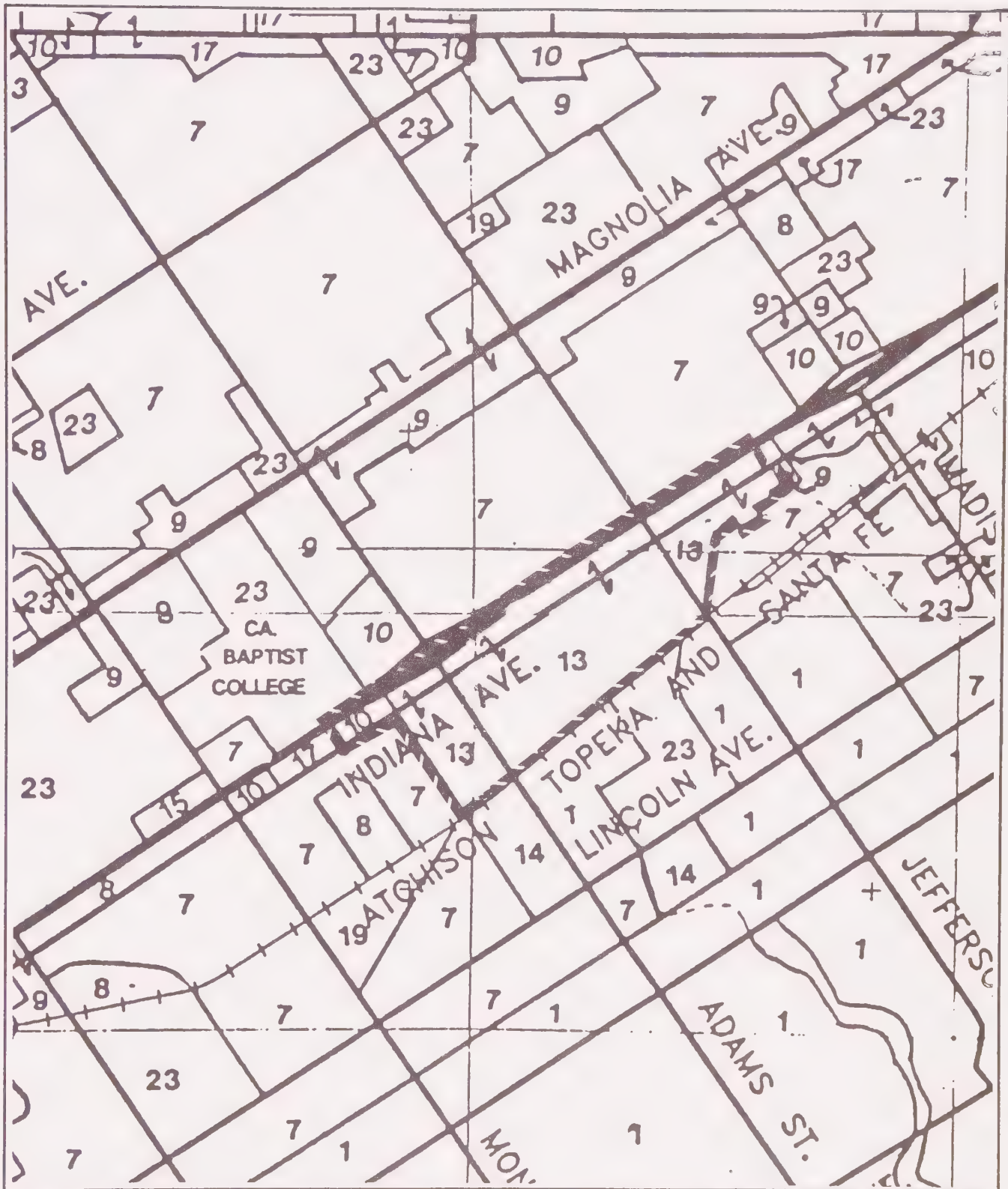
- ***New Automobile Franchises.*** Redevelopment is proposed to be used as a tool to attract new automobile franchises to the Center and provide appropriate facilities.
- ***Employee Parking.*** A new employee parking lot is proposed to remove employee parking in areas that should be available for customer parking.
- ***Logo.*** A palm tree logo is proposed to be used throughout the Center in an effort to reinforce the Center's identity.

Policy RAC-3.8 The land use shall be as designated on the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

Policy RAC-3.9 Special on-site and public right-of-way development standards shall apply as contained in the Auto Center Specific Plan adopted by City Council Resolution No. 17614.

Policy RAC-3.10 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 73 RIVERSIDE AUTO CENTER SPECIFIC PLAN

9. *Riverside Marketplace Specific Plan*

The Riverside Marketplace Specific Plan was prepared in 1989 by The Arroyo Group in conjunction with Parsons Brinckerhoff and adopted by the City of Riverside in May, 1991. The project area is generally bounded by Third Street on the north, Park Avenue on the east, Fourteenth Street on the south and Riverside Freeway on the west. The Specific Plan boundaries and General Plan land use categories for the Marketplace are depicted on Exhibit 74 (Page VIII - 92) at the end of this summary.

Purpose of the Specific Plan

The existing Marketplace development area is composed of a mix of land uses including manufacturing, warehousing and residences. There is a concentration of historic structures within the area, including two train stations and several historically significant industrial buildings. The substantial amount of vacant land in the area provides prime opportunities for infill redevelopment. Because this area acts as a gateway into Downtown Riverside from the University area, and due to the redevelopment opportunities of the existing resources, this Specific Plan has been produced to guide the redevelopment efforts.

The intent of this Plan is to guide redevelopment to:

- Create a mixed use area that enhances the entire City, through the establishment of a historic core, stabilization of residential areas, and the creation of a neighborhood shopping center.
- Improve auto, pedestrian and transit circulation within the planning area and improve access to adjacent communities.
- Create a functional, aesthetically attractive, and unified Marketplace.
- Provide adequate and visually acceptable infrastructure within the project area.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

The Plan presents development standards and design guidelines for the Marketplace. Presented below are the goals and policies of the Riverside Marketplace Specific Plan.



Riverside Marketplace Goals and Policies

Goal RM-1 To develop the Riverside Marketplace so that it will revitalize, complement and enhance the project area, incorporating key elements of its historic context and its present development potential.

Policy RM-1.1 The Specific Plan will be implemented by developers and property owners within the context of the Riverside Redevelopment process. The Marketplace area is part of the Central Industrial Redevelopment Project. Financial mechanisms which may be utilized by the Redevelopment Agency and/or City of Riverside include:

- Tax increment financing - in which property taxes from increased assessed values are transmitted in whole or part to the Redevelopment Agency;
- Loans or grants;
- Developer land payments;
- Other tax revenues including sales tax, bed tax, gas tax and others;
- Bonding for capital improvements through bond acts such as Mello-Roos;
- Payments of various facility fees and/or hookup charges by developers.

Policy RM-1.2 Any proposed re-subdivision of any parcel or the construction of any improvement within the Riverside Marketplace must be approved by the Approving Agent of the Association of which the parcel is a part, if any, per the requirements of the Marketplace Specific Plan adopted by City Council Resolution No. 17762.

Policy RM-1.3 Any development within the Flood Plain overlay zone or involving toxic or hazardous materials shall be subject to the requirements of the adopted Specific Plan.



Section VIII — Area Plans

Goal RM-2 To ensure the range of land uses will respect and complement the historic components within the Plan area.

Policy RM-2.1 The new urban pattern within the Riverside Marketplace Specific Plan area should be similar to that found within older communities with lesser dependence on autos. The uses will be mixed to provide employment, services and entertainment for the adjacent areas including the Eastside Community and the Riverside Downtown. The visual characteristic of the Marketplace will be a blend of old and new. Old structures and elements will be revitalized and reused where possible. New structures such as office buildings and shopping markets will be introduced.

Policy RM-2.2 New structures should be designed to compliment the context of the older structures and the historical period of the Central Marketplace. The historic setbacks within the Central Marketplace promote an urban character, with buildings adjacent to the sidewalks. This character should be carried throughout the Phase I area to create a sense of continuity and strong imagery

Goal RM-3 To permit a mixture of land uses which will economically and functionally revitalize the Plan area.

Policy RM-3.1 The range of land uses permitted in the Specific Plan area shall be as designated by the Land Use Elements Diagram and the adopted Specific Plan. The Specific Plan may include more detailed land use and design standards.

Policy RM-3.2 The City shall create subareas within the overall Specific Plan Area. Each sub-area will provide custom development standards and criteria to encourage the preservation and enhancement of the subareas, each of which shall have its own land use designations and development standards as required by the adopted Specific Plan. The subareas are as follows:

- Central Marketplace
- Marketplace North
- Marketplace South
- Neighborhood Marketplace



- Marketplace Business Park
- Marketplace Industrial Park
- Neighborhood North
- Neighborhood South

Goal RM-4 To provide land uses which will benefit the surrounding neighborhoods economically, aesthetically and socially.

Policy RM-4.1 The City shall encourage the creation of shopping opportunities to service the surrounding neighborhoods.

Policy RM-4.2 The City shall encourage the stabilization and enhancement of the residential areas by permitting compatible adjacent land uses as well as guiding improvements throughout the Specific Plan area.

Goal RM-4 To create and enhance pedestrian, auto and other alternative connections to the surrounding neighborhoods, including the Riverside Downtown and the Eastside community.

Policy RM-4.1 The City should develop pedestrian connections between the Downtown, the Marketplace and adjacent neighborhoods with pedestrian oriented features and landscape.

Policy RM-4.2 The City shall encourage a public transportation system between the Specific Plan Area, the University, and the Downtown.

Policy RM-4.3 The City shall encourage the reduction of truck traffic within the residential neighborhoods.

Policy RM-4.4 The City shall plan for the eventual widening of the Riverside Freeway.

Policy RM-4.5 The City should determine the desirability of grade separating the Third Street rail crossing.

Policy RM-4.6 The City should pursue circulation improvements in the planning area in two phases per the Transportation/ Circulation component of the Specific Plan.



Section VIII — Area Plans

Policy RM-4.7 The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.

Goal RM-5 To utilize the underlying historic urban character of the community, while allowing for the addition of complementary new structures and urban design elements.

Policy RM-5.1 The City should preserve and highlight the existing historic elements within the Specific Plan area.

Policy RM-5.2 The City should establish North Park as the central element of the Central Marketplace.

Policy RM-5.3 The City should incorporate the existing fruit packing and railroad operations into the overall character for the area.

Policy RM-5.4 The City should buffer the residential areas from adjacent non-residential land uses.

Policy RM-5.5 The City should require development of new structures to include urban design features which will reinforce the area's historic character.

Policy RM-5.6 Exterior building materials, features, design motifs and colors should reflect and/or complement the character of the building and the area of which the structure is a part and should follow the design guidelines set forth in the adopted Specific Plan.

Policy RM-5.7 Non-pedestrian loading areas of structures should be located away from public view where possible and should ideally be shared among more than one structure and/or use to limit the number of loading areas and routes for delivery vehicles. Loading areas should be screened with architectural and/or landscape materials, as appropriate.

Policy RM-5.8 The concept for the landscape within the Riverside Marketplace should draw from the landscape character which is established within the adjacent neighborhoods and the overall City of Riverside. The intent of the landscaping is to create a clear identity for the Riverside Marketplace, which is harmonious and contextual with the area's "California Dream" landscape heritage as detailed in the adopted Specific Plan.



Policy RM-5.9 The City of Riverside, Ordinance Number 5607 is the basis for the Riverside Marketplace Signage Criteria. The signage criteria for the Specific Plan shall provide for the necessary design flexibility to adapt the ordinance to the unique characteristics and potential of Riverside Marketplace as detailed in the adopted Specific Plan.

Policy RM-5.10 Design of lighting features should enhance the historical and visual character of the area while providing for adequate security and pedestrian safety as detailed in the adopted Specific Plan.

Goal RM-6 To provide adequate water, power, electrical and other services within the project area.

Policy RM-6.1 Development will not be permitted where infrastructure is inadequate and priority for development will be given to the designated Phase I area which has higher marketability due to better freeway exposure and access, as well as the high concentration of older structures which, with revitalization, will create the impetus for future redevelopment efforts within the remainder of the Specific Plan area.

Policy RM-6.2 Infrastructure phasing should receive first priority in the Phase I area between the Freeway and the railroad tracks. Infrastructure phasing throughout the project area shall be done in a logical and incremental pattern. All planned infrastructure improvements shall be reviewed for approval by the City of Riverside prior to installation.

Policy RM-6.3 The City shall consider upgrading of peripheral access by improvements to Third Street, Fourteenth Street and Park Avenue. These improvements may include resurfacing, addition of landscaping and lighting and creation of Entry Points by means of special paving patterns which will define key intersections. New interior project area access shall be augmented by realigning or reconstructing Vine Street and Howard Avenue.

Policy RM-6.4 The City shall consider the provision of a slip-ramp, a short ramp providing easy access from University Avenue and Mulberry Street, which are at a lower elevation, up to Vine Street, which is at a higher elevation.



Section VIII — Area Plans

- Policy RM-6.5* The City shall consider revitalization of North Park and Lincoln Park.
- Policy RM-6.6* The City shall consider elimination of through traffic in the residential areas by adding cul-de-sacs.
- Policy RM-6.7* The City shall consider upgrading the railroad crossing at Seventh Street, Third Street and Tenth Street to create smooth crossings.
- Policy RM-6.8* The City shall consider enhancements to the railroad corridor which consists of replacing missing palm trees and addition of landscape feature lighting.
- Policy RM-6.9* The City shall consider the provision of a landscaped screen of the electrical substation.
- Policy RM-6.10* The City shall consider voluntary reconstruction of segments of the pedestrian pergolas near North Park.
- Policy RM-6.11* The City shall consider maintaining or replacing existing wells and pumping stations through further cost and design evaluation to be done in conjunction with land acquisition or preparation of construction documents.
- Policy RM-6.12* The City shall consider modification of Mulberry booster Pumping Station if necessary to provide adequate fire flows.
- Policy RM-6.13* The City shall consider maintenance of access to the Riverside Canal for official construction and maintenance vehicles.
- Policy RM-6.14* The City shall consider upgrading of water system to provide adequate fire flow for projected uses.
- Policy RM-6.15* Street development standards, fire hydrant locations, City and private maintenance responsibilities, shall be as detailed in the adopted Specific Plan.
- Goal RM-7 To minimize the negative visual impact of infrastructure components.**
- Policy RM-7.1* Development of new infrastructure systems shall be logical, incremental and coordinated with new land use developments.



Policy RM-7.2 New electrical cables and utilities should be placed underground, and where feasible, existing electrical cables and utilities shall also be placed underground.

Policy RM-7.3 The City shall require development to locate electrical boxes, signal boxes, gas and water regulators and the like in low visibility areas.

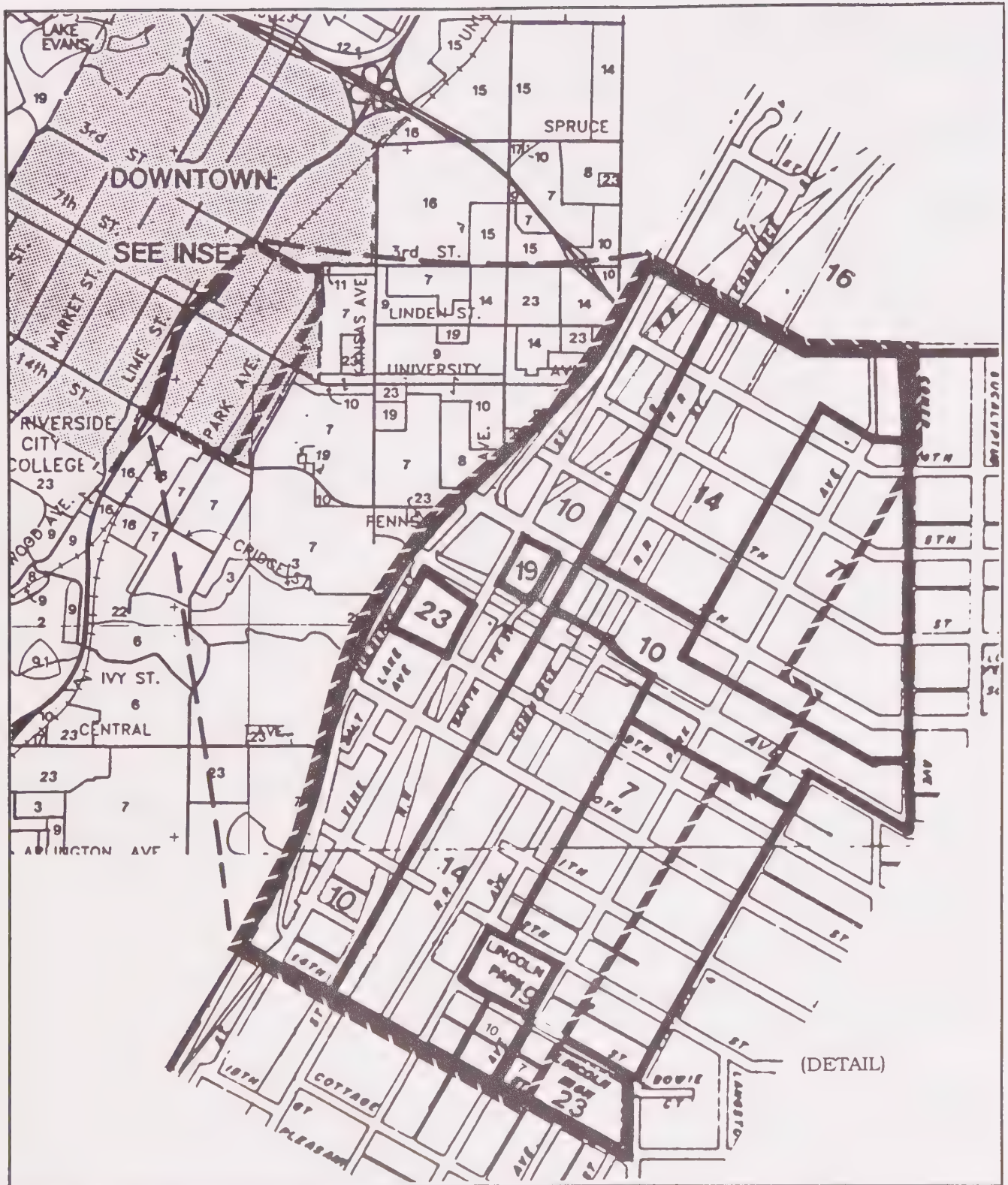
Goal RM-8 **Parking districts may be utilized throughout the Marketplace to facilitate the adaptive re-use of historic buildings, address shared parking between contemporary uses, enhance pedestrian linkages, and reduce trip generations.**

Policy RM-8.1 A parking district which encompasses the entirety of Phase I may be utilized to accommodate the parking needs of existing and planned uses, utilizing a shared parking methodology for determining the number of required spaces. The criteria detailed in the Specific Plan should be used to implement Phases I and II parking district plans.

Policy RM-8.2 Parking allocation standards shall be in accordance with §19.74 of the Municipal Code Zoning Ordinance except within Phase I, where the Parking District applies. Physical development standards for parking within the Specific Plan area shall be as defined in § 19.74 of Title 19.

Policy RM-8.3 Buildings within the project area should have attractive orientation or screening to all publicly visible areas, including the 91 Freeway.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 74 RIVERSIDE MARKETPLACE SPECIFIC PLAN

10. *Sycamore Canyon Business Park Specific Plan*

The Sycamore Canyon Business Park Specific Plan was prepared in 1982 by the consultant team of Beland Associates in conjunction with Takata Associates. The Plan was formerly known as the Box Springs Industrial Park Specific Plan.

The planning area comprises 1,417 acres and is generally bounded by Alessandro Boulevard on the south, the Atchison, Topeka and Santa Fe Railroad on the east, Barton Street extension on the west and the property lines between Barton Street extension and Box Springs Boulevard on the north. The Specific Plan boundaries and General Plan land use categories for Sycamore Canyon Business Park are depicted on Exhibit 75 (Page VIII - 96) at the end of this summary.

Purpose of the Specific Plan

Prior to the preparation of this Plan, the Sycamore Canyon Business Park was the only large, undeveloped area of land designated on the City's General Plan for industry, that had not previously undergone detailed planning analysis. The site had also been identified as an area with potentially significant economic development opportunities.

The intent of this proposed project is to establish a high quality industrial development for the City of Riverside that would strengthen the City's economic base. The Plan recommends development of light industry, distribution warehousing and/or product assembly. Additional acres are devoted to Industrial Reserve, industrial support uses, and a wastewater treatment plant. The Plan includes 250 acres within Sycamore Canyon to be preserved as natural arroyo and open space.

Presented in the Plan are four main objectives for achieving the proposed high quality development:

- Establish site design standards to assure quality development.
- Recognize the Air Installation Compatible Use Zones' (AICUZ) impact and topographic features as development constraints.
- Preserve Sycamore Canyon as a unique natural resource with City-wide open space value.
- Establish efficient and orderly development phasing to minimize infrastructure costs.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.



This Specific Plan includes a development plan that identifies appropriate land uses, circulation, landscaping/design criteria, utilities, and the phasing of the Plan. It also establishes development standards and criteria for lots, parking, signs, lighting and screening. Presented below are the goals and policies for the Sycamore Canyon Business Park Specific Plan.

Sycamore Canyon Business Park Goals and Policies

Goal SCBP-1 To assure that the area will be developed according to quality design standards.

Goal SCBP-2 To obtain city department and utility companies' involvement and approval so that future proposed developments that conform to the Plan can be expedited.

Goal SCBP-3 To provide for uniformity and equity in development costs for off-site improvements.

Goal SCBP-4 To provide a basic Environmental Impact Report for the entire area so that future reviews will be minimized.

Goal SCBP-5 To protect the prime natural area with the proposed Sycamore Canyon Park.

Goal SCBP-6 To improve market competitiveness.

Policy SCBP-6.1 Land uses shall be as designated by the Land Use Diagram (*Located in the Map Pocket of this Document*). The Specific Plan may include more detailed land use and design standards.

Policy SCBP-6.2 Special on-site and public right-of-way development standards shall apply per the Sycamore Canyon Business Park Specific Plan as adopted by City Council Resolution No. 15328, including any subsequent amendments.

Policy SCBP-6.3 The City shall encourage efficient and orderly phasing of development to minimize infrastructure costs.

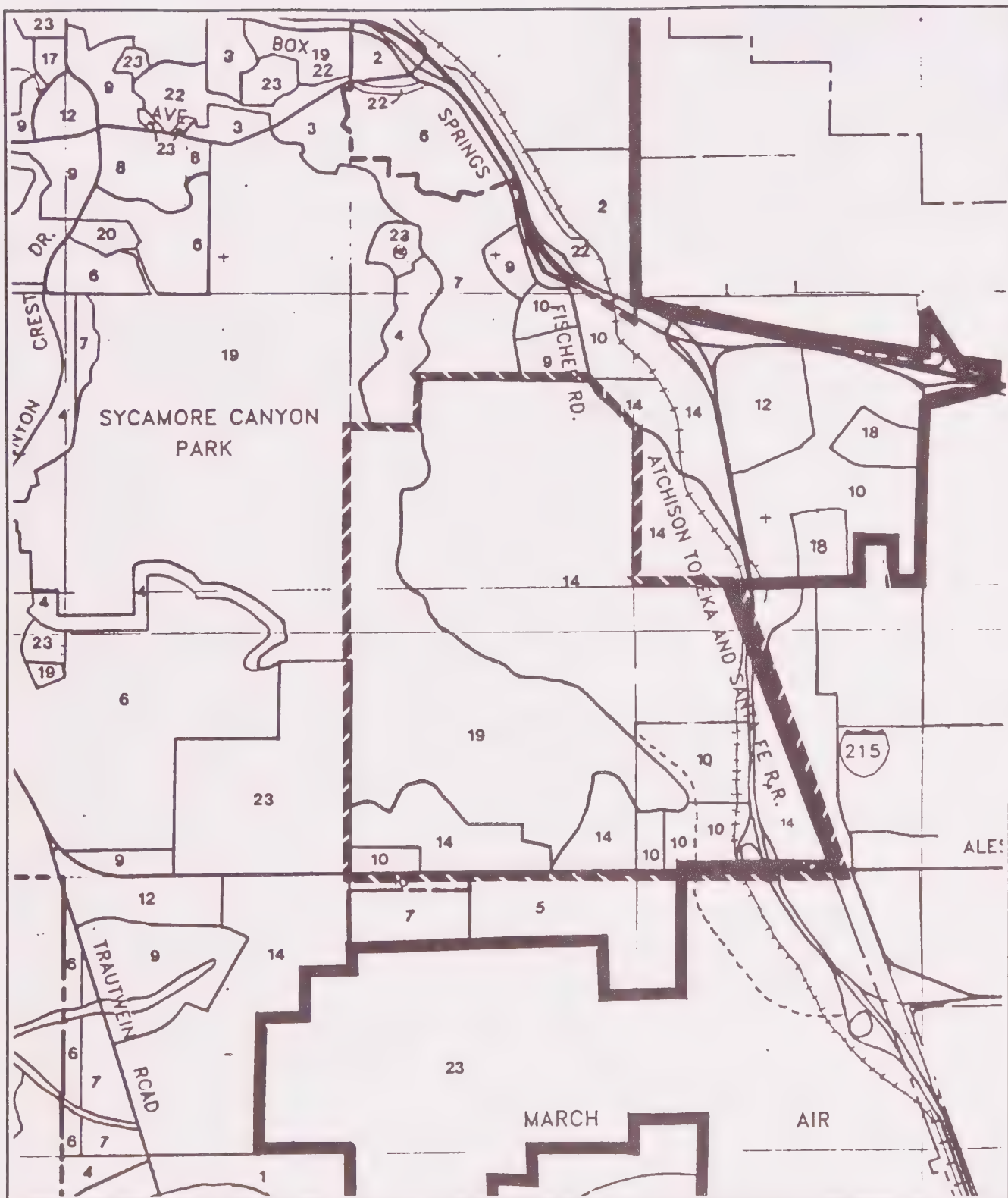
Policy SCBP-6.4 The City shall protect the prime natural area (Sycamore Canyon) as a park for the City and recognize Sycamore Canyon as a unique natural resource with City-wide open space value.



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- Policy SCBP-6.5* The City shall recognize the March Air Force Base AICUZ impact and topographic features as development constraints.
- Policy SCBP-6.6* The City shall incorporate access controls as a means of assuring adequate traffic flow and safety.
- Policy SCBP-6.7* The City shall encourage the combining of access to arterials between adjacent properties wherever possible to reduce the number of traffic conflict points.
- Policy SCBP-6.8* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 75 SYCAMORE CANYON BUSINESS PARK SPECIFIC PLAN

11. Sycamore Canyon Specific Plan

The Sycamore Canyon Specific Plan was initially prepared in the summer of 1983 by Donald A. Cotton Associates. In October of that year, Peter Dangermond submitted proposed amendments to the Plan which were adopted in October, 1985. The Plan encompasses 1,400 acres of land generally located south of Central Avenue, west of Interstate 215, north of the MWD water filtration plant and east of the extension of Canyon Crest Drive. The Specific Plan boundaries and General Plan land use categories for Sycamore Canyon are depicted on Exhibit 76 (Page VIII - 101) at the end of this summary.

Purpose of the Specific Plan

The Sycamore Canyon Specific Plan is intended to guide development and maintain open space within the Plan's boundaries. The Plan evaluates development on the basis of slopes, wildlife, geology, hydrology, noise, archaeology and zoning. Based on these constraints, the Specific Plan calls for the preservation of 920 acres in a proposed park. Land along the perimeter of the park is designated for very low, medium low and medium high density residential uses, as well as limited office/retail development and a school site.

In addition to designating land uses and intensities, the Plan establishes development standards and other implementation measures. Design guidelines for streets, landscaping, site layout and the building envelope all focus on preserving the natural character of the area. The preservation of open space is the primary goal of the Plan. To this end, the Plan and its Environmental Impact Report outline implementation techniques such as the acquisition of parkland through the use of fees, dedications, transfers of development rights.

The adopted specific plan document(s) contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

Presented below are the goals and policies for the Sycamore Canyon Specific Plan.

Sycamore Canyon Goals and Policies

Goal SC-1 To identify specific measures that assure the protection of the canyon area as a major undeveloped arroyo while maintaining certain development rights of the individual property owners.

Policy SC-1.1 The City shall implement measures which will protect Sycamore Canyon as a visual physical entity, incorporating ridgelines, rock outcroppings and other major features into an open space system.



Section VIII — Area Plans

Policy SC-1.2 The City shall protect the wildlife and plant life now inhabiting Sycamore Canyon.

Policy SC-1.3 The City shall provide for public use for active and passive recreation of portions of the Canyon without endangering the special ecosystem of the Canyon.

Policy SC-1.4 The City shall establish clear and consistent standards which protect the sensitive environment by regulating permitted development within and on the periphery of Sycamore Canyon.

Goal SC-2 To accomplish specific land use objectives which will enhance the natural state of the Sycamore Canyon area while maintaining the open space resource within the City.

Policy SC-2.1 The City shall provide for the protection and recreational use of natural canyon and adjacent areas with sensitive biological or archaeological resources.

Policy SC-2.2 The City shall allocate land uses and densities in and adjacent to Sycamore Canyon as reflected on the Land Use Diagram (*Located in the Map Pocket of this Document*) of the General Plan. The Specific Plan may include more detailed land use and design standards.

Policy SC-2.3 The City shall maximize the potential for quality residential development in terms of design standards and open space provisions.

Goal SC-3 To establish standards and policies to assure safety to those who use the circulation system within the Plan area.

Policy SC-3.1 The City should facilitate access for emergency vehicles.

Policy SC-3.2 The City should minimize traffic impacts on adjacent uses.

Policy SC-3.3 The City should provide alternatives to auto transportation to minimize energy consumption and auto-related air pollution.

Policy SC-3.4 The City should offer aesthetically pleasing pedestrian and bicycling pathways.

Policy SC-3.5 Public rights-of-way shall be developed as specified by the Transportation Element and the special standards of the



Sycamore Canyon Specific Plan adopted by City Council Resolution No. 15914.

Goal SC-4 To provide for a Utilities system of safe and efficient service.

Policy SC-4.1 The City should require that all on-site utility lines, including natural gas, electrical, water, wastewater and communication lines shall be placed underground by the developer as a condition of approval for building permits.

Goal SC-5 To assure that the development of individual properties are consistent with one another and promote the overall quality of the entire Plan area.

Policy SC-5.1 The City shall encourage development which is harmonious with the natural resources and will provide a transition from conventional residential development to the vast open space preserve/park area.

Policy SC-5.2 The City shall encourage minimal grading sensitive to natural landforms.

Policy SC-5.3 All development shall be subject to the special standards contained in the Sycamore Canyon Specific Plan adopted by City Council Resolution No. 15914, including any subsequent amendments.

Goal SC-6 To provide for the protection of natural resources in and around Sycamore Canyon.

Policy SC-6.1 The City should maintain Sycamore Canyon Park under the supervision of the City Park and Recreation Department for control and management.

Policy SC-6.2 The City should develop a detailed Master Plan which will govern design for the Canyon and adjacent open areas.

Goal SC-7 To plan for the development of peripheral areas to minimize potential impacts on the Canyon and sensitive adjacent areas.

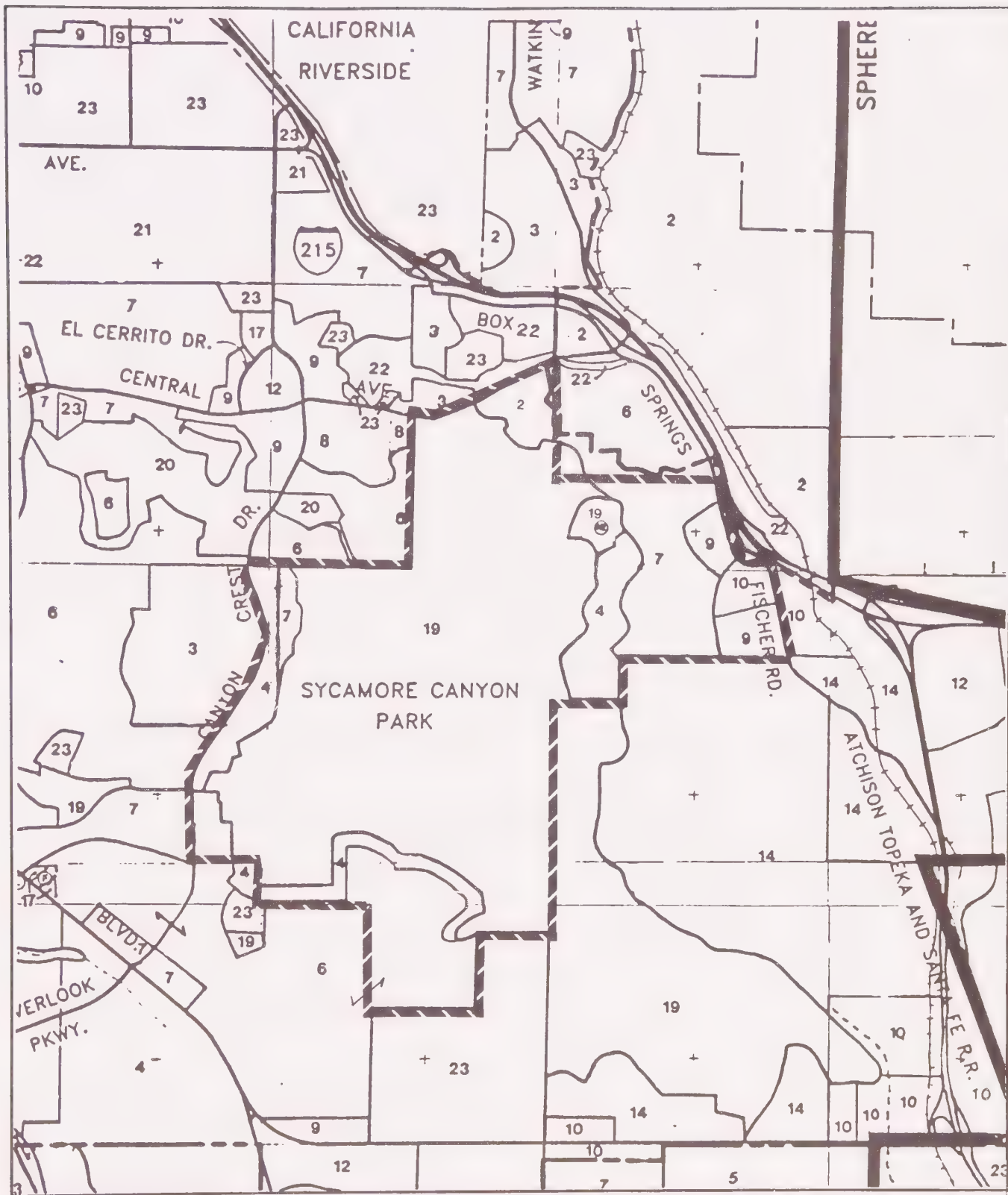
Policy SC-7.1 The City should encourage the conservation of resources in site and building design including the promotion of the use of passive heating and cooling techniques.



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- Policy SC-7.2* The City should encourage the design of site plans which ensure view protection.
- Goal SC-8** **To establish general controls which will ensure consistency in design and promote visual quality of the Plan area.**
- Goal SC-9** **To encourage innovative and imaginative designs for individual units and complexes within the parameters set by the design guidelines.**
- Policy SC-9.1* The Plan should provide special landscape treatment for streets, entry points, residential areas and buffer zones.
- Policy SC-9.2* The developer of each project shall be required to establish adequate assurance that those common open space areas not dedicated to the City are adequately maintained.
- Policy SC-9.3* The City shall encourage the basic design principal that all developable sites within the Sycamore Canyon Specific Plan area reinforce the natural quality of the site and its relationship to major natural open space areas.
- Policy SC-9.4* Each development should be subject to the Design Review process set forth in the City's Municipal Code, Section 19.62 and evaluated under the general consideration of compatibility with the natural canyon open space as well as any adjacent developments.
- Policy SC-9.5* The Bicycle Master Plan and the City-Wide Trail Plan should be considered in the design of transportation facilities and in the development of adjacent land uses.





LEGEND



North
Not to Scale



Area Plan
Boundary

For Land Use Key
see Section VII

Exhibit 76 SYCAMORE CANYON SPECIFIC PLAN

12. University Avenue Specific Plan

The University Avenue Specific Plan was prepared by Gruen Associates and was adopted by the City of Riverside on January 26, 1993. The area covered by this plan is primarily the University Avenue right-of-way and adjacent properties between State Route 60/Interstate 215 Freeway on the east and Park Avenue on the west. The Specific Plan boundaries and General Plan land use categories are depicted on Exhibit 77 (Page VIII - 104) at the end of this summary.

Purpose of the Specific Plan

The University Avenue Specific Plan has been prepared to define the future character of the Avenue to facilitate its rejuvenation and enhancement as a diverse, largely commercial district linking Downtown Riverside and the University of California campus. The plan aims to create an impressive visual image which will make University Avenue a destination place for the entire City. Design guidelines for the streetscape and aesthetic standards for private properties have been developed for the plan area. The specific plan area is divided into four subdistricts. Each subdistrict has its own variation of the development standards which reflect the unique character of that particular area. Also, the plan implements a portion of the Central Industrial Redevelopment Area Plan of which University Avenue is a part.

Major concepts embodied in the plan include:

- In the vicinity of Park Avenue—concentration of commercial uses serving the particular ethnic character of the adjacent neighborhood.
- For the segment generally between Victoria Avenue and Ottawa Avenue—provision of small business opportunities serving the local community primarily, phasing out motels and auto oriented businesses.
- In the vicinity of Chicago Avenue—revitalization of the community shopping centers
- Between Chicago and Iowa Avenues—development of retail, office and tourist-oriented uses.
- Northwest of Iowa and University Avenues—development of a student housing area to serve the nearby university campus.
- Northwest of the freeway interchange—creation of a mixed-use university village center.
- Southwest of the freeway interchange—expansion of uses associated with the University of California.

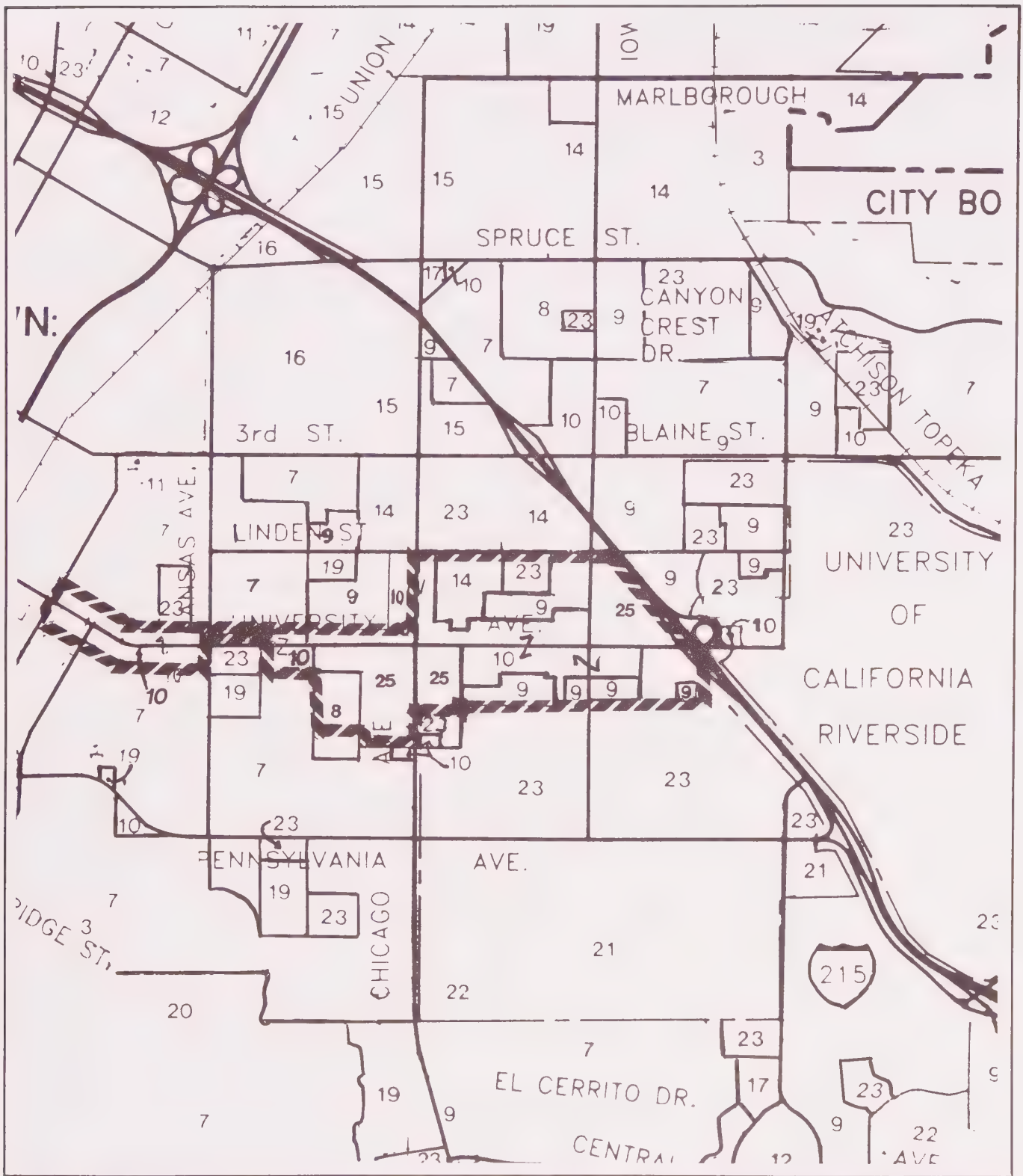


The adopted specific plan document contains detailed requirements for land use, site development and street improvements. It should be consulted directly to determine the specific requirements which would apply to each future development project. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail.

University Avenue Goals and Policies

The plan does not contain goals and policies stated as such, but rather provides a detailed design blueprint for the development of both the public right-of-way and adjacent private property.





LEGEND



For Land Use Key
see Section VII



North
Not to Scale

Exhibit 77 UNIVERSITY AVENUE SPECIFIC PLAN

13. *Victoria Avenue Specific Plan*

The Specific Plan for Development of Victoria Avenue was prepared by the City Planning Department and adopted by the City Council in November 1973. The plan covers the length of the Avenue between Victoria Bridge and Fillmore Street, a distance of approximately eight miles. Victoria Avenue is a scenic parkway (Cultural Heritage Landmark No. 8) which traverses Riverside's historic Arlington Heights Greenbelt.

Purpose of the Specific Plan

This plan amplifies and modifies recommendations for improvement of Victoria Avenue originally contained in the General Plan as adopted in 1969. The plan not only addresses the design of right-of-way improvements but also for development occurring adjacent to the Avenue. Traffic circulation, safety and maintenance are considered as well.

The following development policies and standards apply:

- Victoria Avenue shall be developed as a limited access, low volume parkway serving adjacent residential and institutional uses; widening and improvement will occur incrementally as adjacent development warrants.
- Paving shall be widened to 24 feet with lane delineation as traffic volumes and development warrant; however, piecemeal mid-block improvements will be avoided.
- Asphalt berm rather than concrete curbing shall be used.
- New median openings shall not be permitted; left-turn pockets will be permitted at major intersections if traffic warrants; the City shall establish median landscaping and irrigation design standards.
- The right-of-way shall be widened to a total width of 180 feet with additional right-of-way where service road treatment is used.
- Sidewalks, bike trails and bridle trails shall be provided within parkway areas as specified in the Specific Plan.
- Subdivisions adjacent to Victoria Avenue shall be developed with reverse frontage or service roads as specified by the Specific Plan with no direct access permitted.
- The Design Review Overlay Zone shall apply to adjacent properties along the entire length of the Avenue.



- Utilities shall be undergrounded and unique ornamental street lighting used.
- The City shall establish a tree replacement program.
- Drip irrigation shall be established where possible.
- Reflective paint or tape shall be used on trees as necessary for public safety.
- Land use adjacent to the Avenue shall be predominantly single family residential but with some institutional and planned residential developments permitted; commercial and industrial uses should be prohibited.
- High priority should be given to acquisition and development of Arlington Heights Park (California Citrus State Historic Park) and to the preservation of natural arroyos.
- The City should seek to annex and/or extend the same development standards to the section of the Avenue located in County territory.

Note: Voter initiatives Measures R and C passed in 1979 and 1987 respectively, have substantially affected the applicability and implementation of many of the above policies and standards.

The adopted specific plan document contains more detailed requirements for use, site development or improvements; it should be consulted directly to determine these particular requirements. Should any apparent inconsistency arise between the General Plan and the specific plan, the requirements of the specific plan shall prevail except as modified by Measures R and C.

An exhibit of Victoria Avenue Specific Plan is not displayed in this General Plan document.



PLAN IMPLEMENTATION - IX



Section IX — Plan Implementation



This section discusses numerous implementation techniques and their potential use by the City of Riverside.



A. *Introduction*

This section of the General Plan describes and recommends many tools and techniques available to the City of Riverside to implement the goals and policies of the General Plan. The relationship between these implementing tools and the General Plan's goals is illustrated by the matrix found in Exhibit 78 (Page IX - 20). The recommendations, in many instances, refine existing City processes and programs. New programs to assist in Plan implementation are also recommended.

B. *Development Review*

The implementation measures described in this chapter focus on urban development. They include City actions to provide public services and facilities at adequate levels to meet the needs of new development. The City's development review processes — subdivision, zoning and design review, environmental review and building permit issuance — are discussed, as is the use of development agreements. All of these processes provide opportunities for the City to ensure that new urban development will contribute to achieving Riverside's goal of a "Quality City."

1. *Phasing and Adequacy of Public Facilities and Services*

In typical development review situations, the City is responding to proposals for particular projects. The City has authority to approve, deny or modify a proposal presented to it. The General Plan provides a rational basis to judge the appropriateness of each proposal. Availability of adequate infrastructure is a critical factor in determining the viability of any development project. Therefore, the review of public facilities and services adequacy is inseparable from development review processes.

Riverside's strong planning tradition has helped the City anticipate many of its facility needs. This General Plan should further the City's efforts to anticipate the needs of the citizenry and to provide for facilities and services to meet those needs in an orderly and efficient manner.

By regulating the location, timing and availability of facilities and services, Riverside can guide growth to preferred locations. The key tool for establishing the phasing of the public services is a capital improvements program (CIP). A CIP lists specific improvements that the City intends to undertake over the next several years and indicates the timing of construction within that period. The CIP is updated annually to reflect current construction programs. Including particular capital projects in the CIP enables Riverside to provide needed improvements in areas targeted for development. In this way, facility availability can promote desired types of development in key areas of the community.



Section IX — Plan Implementation

Recommendations for Implementation - Phasing and Adequacy of Public Facilities and Services (PF)

- PF 1:* Guide the location and timing of development by identifying the preferred timing and locations for construction of public facilities in the capital improvements program.
- PF 2:* Adopt level of service standards as necessary for police, emergency medical, fire, water, wastewater, electric, parks, and library services.
- PF 3:* Continue coordinating with the school districts to help provide a strong educational system through the use of adequate school facilities requirements in Riverside's development regulations.

2. Subdivisions

Riverside's current subdivision regulations mandate installing a full range of improvements directly serving the subdivision site. They are less clear in addressing the need for improvements or dedications beyond the site boundaries. Clarifying the City's requirement for improvements may make the development process more predictable for both the development community and the City.

The City's subdivision regulations contain a provision permitting the City to require the "over-sizing" of infrastructure. The City's policies for reimbursing the costs of oversizing create incentives for developers to provide such oversized facilities in key parts of the community.

Recommendations for Implementation - Subdivisions (S)

- S 1:* Review subdivision regulations to ensure that adequate public services and facilities are required to be available before a proposed development creates the demand for those public services and facilities.
- S 2:* Expand and enhance policies for reimbursement for over-sized improvements that promote the goals of the General Plan.
- S 3:* Explore all means for the City to provide input on the decision-making process for subdivisions nearby but outside the City, particularly within its Sphere of Influence.

3. Zoning

Zoning is perhaps the single most powerful tool for implementing the goals and policies of the General Plan. Several zoning tools are particularly important to carrying out General Plan goals and policies.



Zoning Classifications. Zoning classifications promote compatibility between land uses on adjacent properties. Placing all properties into zoning classifications protects neighborhoods from encroachment by other uses and fosters a healthy local economy by balancing residential, commercial and industrial uses. The Plan's Land Use Diagram describes the land uses planned for the future. Compatible zoning classifications can be used to achieve this land use pattern over time.

Zoning Development Standards. Development standards establish the possible relationships between uses on a single lot, and with adjacent development. By controlling height, setbacks, parking requirements, landscape requirements and a variety of other aspects of site design, these standards promote compatibility between land uses. Development standards also can achieve other goals. For example, landscape requirements can support policies related to community character, energy conservation and water conservation. For this reason, it is important to review development standards in light of the full range of community goals and policies expressed in the General Plan.

Planned Unit Developments. Planned unit developments (PUD's) are developments based on a comprehensive site plan that provide more detail than standard site plans. A detailed site plan allows the City to evaluate the proposed use of alternative design techniques and the relationship between proposed land uses. The PUD can be an effective tool for providing affordable housing, encouraging infill and redevelopment and reducing transportation needs by permitting residential and commercial uses in close proximity to one another.

Riverside's Planned Residential Development (PRD) is a residential form of PUD. Expanding the PRD to provide for mixed use PUD's would give the City greater flexibility to achieve air quality, transportation and housing goals.

Clustering. Cities often establish minimum lot sizes in response to concerns of general neighborhood consistency, infrastructure capacity, or environmental quality. This density limitation often forces developers to create "cookie cutter" subdivisions that maintain desired densities, but result in an unvarying design and do not take full advantage of distinctive natural features. Clustering units within a development can create more usable open space while still maintaining desired densities. This technique, employed in Riverside's PRD, also permits the design of more efficient street and utility networks. The proximity of structures that are clustered together can reduce the length of streets and utility lines, which also reduces costs, impervious coverage and disruption of the natural environment.

Zoning Conditions. For many years it has been the standard practice of the City to establish reasonable conditions in granting a zoning change. For instance, the City, in granting a zoning request, may establish a condition requiring certain landscaping or right-of-way improvements prior to development. Adoption of clearer guidelines for conditions placed on rezonings could assist both the City and the property owner by increasing the predictability of the rezoning process.



Performance Standards. Performance standards are based on a use's effects on adjacent properties; they may address noise, spill-over lighting and emissions from a site. The developer of a site can choose the most effective design to meet these standards and ensure that off-site effects are within acceptable levels. Performance standards can vary depending on the type of adjacent uses. For example, requirements for noise levels at the property line could be stricter if the adjacent use is a single family residence than if it is a retail center. Well-designed performance standards can also make a normally incompatible use acceptable in a particular location because they address the effects which would otherwise make the use undesirable.

Bonus or Incentive Zoning. Bonuses or incentives related to zoning can be used to achieve many community goals. This tool allows the City to grant the developer certain incentives, such as increased density or intensity, in exchange for the developer's commitment to provide certain amenities that help implement General Plan goals. Riverside's zoning ordinance establishes density bonuses for amenities in PRD's, for example. Design of an effective bonus system requires careful evaluation of the benefits to be achieved and their significance in comparison to the possible effects of relaxing the standards that would otherwise apply.

Combining or Overlay Zones. Combining or overlay zones are used in parts of a community that exhibit unique characteristics or in situations where special standards are needed to supplement normal zoning regulations. The residential livestock (RL), floodplain (FP), building setback (X), business park (BP), and height of building (S) combining zones are examples of overlay zones currently used in Riverside. By combining these overlays with other zones, the City can retain the development regulations associated with use-related zones while applying the specific requirements needed to address special circumstances.

Transfer of Development Rights. Protecting valuable community resources may limit the development potential of particular properties. Transfers of development rights (TDR's) permit the owner of a regulated piece of property to transfer a specified amount of development potential to a receiving parcel. TDR's can function well where local governments have a strong long-term commitment to the program, an effective tracking system, and an adequate supply of economically viable receiving sites.

Special/Conditional Use Permits. Special or conditional use permits are most appropriate for the kinds of uses that are not inherently compatible with other uses in a given district, but that can be compatible if properly located, developed, and operated. For instance, a child care facility may be compatible with surrounding single family homes if the number of children and hours of operation do not exceed certain thresholds. Riverside's extensive use of conditional use permits enhances the flexibility of the zoning ordinance and can promote economic development and revitalization efforts.



Variances. Each zoning classification includes development standards regarding setbacks, building heights and similar site development issues. Variances may be necessary when strict adherence to these standards could create hardships or could thwart the intent of the General Plan. Riverside has for many years had a variance process that allows the granting of exceptions from zoning development standards in cases where hardship can be shown and no undue negative impact on the surrounding neighborhood will occur.

Plot Plan Reviews. Certain zoning classifications (such as Manufacturing Park) allow uses with such significant potential impact that each proposed development requires plot plan review in a public forum. This process has been useful in assuring high quality and safe development of some types of major industrial and commercial facilities; it also alerts decision-makers and the general public to the impending development. Other additional controls and administrative reviews have been implemented in recent years as well; these controls may reduce the need for this plot plan review process.

Bulk Plane Regulations. Bulk plane regulations limit the dimensions of a building by establishing an invisible “envelope” within which structures can be built. For instance, a 45-degree plane beginning at ground level defines an envelope that allows taller structures to be built further from the property line. Such bulk plane regulation can be important for protecting the adjacent property’s access to light and solar energy; it can also be useful in increasing compatibility between projects with different development densities and in creating a smooth transition between zones permitting buildings of different scales.

As noted, many of these zoning tools are being used in Riverside to carry out the community’s policies. They have been incorporated in the detailed and sophisticated used by the City to review development proposals. As the City looks to the future, it may identify desirable improvements to these processes. The City should consider new ideas that support implementation of the goals and policies in this Plan, without making the development review process excessively bureaucratic or complex. Riverside’s basic zoning ordinance is more than thirty-five years old and is in need of a comprehensive review and update. Such an update should be given high priority and should incorporate many of the measures described above.

Recommendations for Implementation - Zoning (Z)

- Z 1:** Give very high priority to comprehensive review and update of the City Zoning Ordinance (Title 19 of the Riverside Municipal Code) which may incorporate some or all of the recommendations which follow below.
- Z 2:** Review the City’s currently established design standards and make adjustments as necessary to promote the goals of the General Plan, giving particular attention to the relationship of projects to the neighborhoods in which they are located.



Section IX — Plan Implementation

- Z 3:** Establish mixed-use PUD regulations to help promote the General Plan's air quality, transportation, housing and redevelopment goals and policies. The mixed use PUD could be permitted only on parcels of at least five acres having direct access to at least one arterial. Approval of the PUD would be based on the ability of the proposed mix of uses to help achieve the goals of this Plan. The PUD regulations could provide opportunities for development intensity incentives to match the parking, traffic and utility loading efficiencies achieved by the proposed land use mix.
- Z 4:** Require that rezoning be conditioned upon the provision of a full range of adequate public facilities, not just infrastructure within the project.
- Z 5:** Expand the use of performance oriented standards, such as bulk planes, to help ensure compatibility between adjacent land uses, particularly along the boundaries of zoning districts.
- Z 6:** Provide bonuses or other incentives that promote the development of affordable housing for lower income groups, the elderly and the disabled.
- Z 7:** Continue to use overlay zones to promote the goals of the General Plan, including the possible creation of such zones to require design review of development affecting gateways, scenic corridors, and vistas.
- Z 8:** Investigate the use of transfers of development rights to help preserve agricultural lands, open space, view corridors, vistas, gateways into the City, and environmentally sensitive lands.
- Z 9:** Add a requirement for adequate public facilities to the list of conditions that must be met prior to receiving a conditional use permit.
- Z 10:** Remove any unnecessary obstacles to the use of renewable or passive solar energy.
- Z 11:** Review the zoning ordinance and remove any unnecessary obstacles to the provision of adequate, affordable child care, vocational training schools and group homes.
- Z 12:** Evaluate the City's use of development regulations to minimize the number of points of access to arterial streets.
- Z 13:** Review zoning designations and standards in airport noise and runway protection zones to provide compatibility with the Airport Master Plan after its adoption by the Riverside County Airport Land Use Commission.



- Z 14:* Develop alternate parking standards for developments in or near employment centers that promote the use of mass transit or other alternatives to automobiles.
- Z 15:* Establish a periodic review of the zoning ordinance to ensure that, to the greatest extent possible, it can be utilized effectively to implement the goals and objectives of the General Plan.
- Z 16:* Initiate a specific study of the MP (Manufacturing Park) zoning regulations, including uses permitted, development and performance standards, to ensure that only the highest quality uses be permitted. Certificates of occupancy for new users of existing facilities would be required to ensure compliance with all requirements of the zone.

4. *Design Review*

Design review provides the ability to review individual projects, ensuring that their design appropriately addresses issues such as neighborhood compatibility. It does not change the standards established in the zoning ordinance; instead, design review considers the application of those standards to a specific site. Riverside has had a comprehensive, well managed Design Review process for many years. Adopted standards and policies have resulted in developments with high quality project design. Design standards have been less effective in enhancing compatibility with surrounding neighborhoods and in creating and in promoting community-level design themes. Consideration should be given to refinement of design policies to address these concerns.

Riverside's design review process, as outlined in the City's zoning ordinance (Section 19.62 Riverside Municipal Code), applies in the Residential Conservation (RC) Zone as well as the multi-family, commercial, and industrial zones. By requiring design review of the gateways, floodplains, water courses and other overlay zone areas, Riverside could better achieve the purposes of these zones and the goals that fostered their creation.

Recommendations for Implementation - Design Review (*DR*)

- DR 1:* Evaluate the effectiveness of present design review requirements and procedures in achieving General Plan goals and consider revisions that would strengthen design review as a means to carry out General Plan goals and policies.
- DR 2:* Expand design review to promote the protection of gateways into the City, view corridors and hillside vistas, in locations not already covered by existing design review requirements.



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- DR 3:* Enhance design review to better promote the protection of neighborhoods by encouraging architectural and site design that is harmonious with surrounding property in terms of prevailing style and motif.
- DR 4:* Extend design review to cover all developments in the floodplain areas and establish specific standards for these zones to accomplish the Plan's parks, drainage and safety goals.

5. *Environmental Review*

Riverside's project review includes provisions for ensuring compliance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 et seq.). CEQA is intended to accomplish state objectives including:

"Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state..."

"Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions..."

*"Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternative to proposed actions affecting the environment."*¹

The City relies on initial studies to facilitate environmental assessment early in the design of a project, enable applicants to modify projects to address potential adverse impacts and to provide the information needed to determine whether an environmental impact report (EIR) must be prepared. For those projects required to submit an EIR, the City follows the CEQA process.

Compliance with CEQA helps the City attain its environmental goals and minimizes the potential for negative environmental impacts from public or private sector projects in Riverside.

Recommendations for Implementation - Environmental Review (*ER*)

- ER 1:* Continue to comply with the provisions of CEQA relative to the City's responsibilities in addressing the impacts of planned development.

¹ Public Resources Code Section 21001.



- ER 2:** Continue to use initial studies to identify potential environmental impacts.
- ER 3:** Continue to use mitigation monitoring programs for EIR's and mitigated negative declarations in order to ensure compliance and completion of mitigation measures required of development and other projects.
- ER 4:** Continue to comment on development projects in the Sphere of Influence and on other projects outside of the City of Riverside that may affect the City.
- ER 5:** Continue to participate in regional and subregional environmental planning programs including, but not limited to, the development of coordinated air quality plans, habitat conservation plans and congestion management plans.

6. *Building Permits*

One of the last opportunities the City has to ensure that new development and renovation projects support the General Plan's goals and comply with the zoning ordinance, subdivision regulations and building codes is the review of building permit applications. Riverside's zoning ordinance (Riverside Municipal Code 19.78) requires that:

"Before commencing any work pertaining to the erection, construction moving, conversion or alteration of any building or any addition to any building, a building permit shall be secured ..."

For the past several years, Riverside has had one of the most comprehensive building permit review and inspection follow-up systems in the region, a system structured to ensure that development requirements established during the planning process are in fact implemented through project construction. This system has worked well and has not unduly hampered quality development. The program should be retained and enhanced as necessary to assure proper implementation of pertinent General Plan goals and policies.

Recommendations for Implementation - Building Permits (BP)

- BP 1:** Continue the current City program of comprehensive review of building permit applications, including the centralized coordination of plan processing through appropriate departments and agencies.
- BP 2:** Continue and enhance inspection of projects under construction, not only for compliance with structural codes, but also for planning, design review, environmental protection, grading and similar requirements.



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BP 3: Continue and enhance current efforts to quickly and efficiently process building permit issuance and inspection, particularly through increased automation and concurrent processing.

BP 4: Continue and enhance the cross-training of inspection personnel so inspectors understand the full range of planning and building concerns.

7. Development Agreements

Large and complex projects can be difficult to develop in a regulatory environment subject to changes in local standards or philosophy. State law (Government Code 65865) permits cities and developers to enter into development agreements that give developers “*a degree of assurance that their investment in project preparations will not be nullified by some future local policy or regulation change.*”² In exchange for this assurance, the developer may agree to some concessions that benefit the community, in addition to meeting the requirements otherwise applicable to the project.

Recommendations for Implementation - Development Agreements (DA)

DA 1: Continue to use development agreements as appropriate to formalize project commitments regarding development regulations, standards, capital improvements and amenities.

C. Redevelopment

Redevelopment is an important tool to revitalize communities. Redevelopment involves coordinating diverse interests and activities to improve the quality of life in a neighborhood. The Riverside Redevelopment Agency was established in 1971. It has taken an active role in the following projects:

- Rehabilitation and reconstruction of run-down and poorly constructed buildings;
- Redesign and replanning of areas which have poor street layouts;
- Planning and development of areas that are vacant or under utilized;
- Demolition and removal of certain buildings that are poorly built, have no use or are significantly deteriorated;
- Development of a balanced mix of housing that is affordable to people in a wide range of income groups; and
- Encouragement of the development of intensive job-generating industrial and business operations within the city limits.

² Office of Planning and Research. General Plan Guidelines. p. 173



These redevelopment efforts affect residents and owners in the target neighborhood. However, direct benefits are eventually reaped by the entire City. Redevelopment can provide more retail, service, manufacturing, and office jobs by supporting business expansion and relocation in the City. New shopping and recreational opportunities may result from particular redevelopment projects. Redevelopment may result in higher quality projects in key parts of the City.

Redevelopment can assist in providing better, more efficient public facilities. By creating new development within the urbanized area, redevelopment can reduce urban sprawl and associated traffic problems, air quality deterioration and infrastructure costs. The revenues from redevelopment can contribute to other improvements in public services and facilities.

Riverside should continue to support the efforts of the Redevelopment Agency to eliminate existing and potential visual, economic, physical, social and environmental blight within redevelopment project areas.

Recommendations for Implementation - Redevelopment (R)

- R 1:* Continue City Redevelopment Agency programs.
- R 2:* Strive to eliminate and prevent structural and non-structural blight, and prevent recurring blight in and around project areas.
- R 3:* Focus redevelopment efforts on areas where private action alone can not remedy development constraints.
- R 4:* Beautify and revitalize project areas, enabling the community to further establish the quality of life desired by its citizens and business persons.
- R 5:* Promote high quality in new developments as well as in the rehabilitation of existing structures.
- R 6:* Upgrade public infrastructure in the Downtown and in redevelopment areas to promote business growth and development.
- R 7:* Use the design review process to create a more cohesive and unified community by strengthening social and economic linkages and ensuring compatibility between residential, commercial, industrial and recreational land uses within and adjacent to the project areas.
- R 8:* Continue to coordinate and cooperate with other public agencies involved in redevelopment to receive the maximum return for redevelopment efforts.



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- R 9:* Encourage and promote property owner participation in the adoption of policies, programs and projects to ensure that redevelopment plans accomplish the goals of both the individual property owners and the City.
- R 10:* Provide procedural and financial mechanisms by which the Agency can assist, complement and coordinate public and private development, redevelopment, revitalization and enhancement of the community.
- R 11:* Promote and participate in the assembly of property to encourage the redevelopment into appropriate and feasible uses within project areas.

D. Annexation and Sphere of Influence

The Cortese-Knox Act (Government Code 65000-57550) describes the process for changing the corporate boundaries of the City and its Sphere of Influence. The Act also describes the important role of the Local Agency Formation Commission (LAFCO) in approving changes to those boundaries. The LAFCO is intended to assist in:

“planning and shaping the logical and orderly development and coordination of local governmental agencies so as to advantageously provide for the present and future needs of the county and its communities.” (Government Code, Section 56425(a))

Given the potential impact of developments at the periphery of the City on its growth and character, Riverside should work closely with the County and LAFCO to coordinate changes in the corporate boundaries and Sphere of Influence. The General Plan includes land use categories applicable to a part of Riverside’s Sphere of Influence. Should the City consider annexation of properties, it can use the rezoning procedures established by the state to identify the development regulations that will be appropriate following annexation.

Recommendations for Implementation - Annexation and Sphere of Influence (AS)

- AS 1:* Develop an annexation strategy in cooperation with Riverside County and the Local Agency Formation Commission (LAFCO) that prioritizes areas for annexation which are contiguous to existing development and can be served by adequate public facilities and services in a timely fashion.
- AS 2:* Review corporate boundaries and facility service areas in conjunction with General Plan amendments and Capital Improvement Program revisions.

E. Area Plans

Riverside has adopted Area Plans (either Community Plans or Specific Plans) as a part of its General Plan. They apply to special target areas and refine the policies of the General Plan as they apply to portions of the General Plan Area. Existing Area Plans are discussed in



greater detail in section VIII of this General Plan. Preparation of new Area Plans can assist Riverside in achieving the General Plan's goals and policies because they enable the City to address special concerns within individual communities or areas.

Recommendations for Implementation - Area Plans (AP)

- AP 1:* Continue to develop and update Area Plans (Community and Specific Plans), as a part of the General Plan, when special concerns of individual communities warrant creating particular planning policies and implementation measures.
- AP 2:* Develop a standard format for use in all new Community and Specific Plans, to enhance their usability and to simplify their incorporation within the General Plan document.

F. Public Investment

Riverside's use of public funds can provide effective support for the goals and policies of the General Plan. The City's annual operating budget, the capital improvements program, and other funding sources can effectively implement the General Plan.

Public investment in infrastructure is a key factor in shaping a City. The City's infrastructure includes its public buildings, as well as its street, water, wastewater, drainage and parks systems. Capital improvements programming is used to balance the City's needs for infrastructure against available resources. Riverside uses a capital improvement program (CIP) to plan capital expenditures five years in advance, updating priorities annually. New growth and many redevelopment projects are dependent on the provision of adequate infrastructure. By controlling the location and timing of new or upgraded facilities, the CIP becomes a key tool for General Plan implementation.

Riverside can also promote General Plan implementation through the use of financial incentives or disincentives such as fee simple acquisition, taxation policy, fee structures and interest acquisition techniques (i.e., development rights, easements, etc.). These techniques can provide incentives or disincentives to advance housing goals, promote redevelopment, expand park land, protect natural and man-made resources, and enhance the City's transportation system.

The methods used by a City for infrastructure financing also play important roles in shaping the community by affecting the availability of funds and by determining which groups must bear the costs of growth. Impact fees, linkage fees, special assessments, user and benefit fees, and excise taxes all can be used to ensure that those who generate the need for public facilities pay their fair share of the costs. Property taxes, sales taxes and certain utility rate structures spread the costs of service to the community at large. On-going operations and maintenance funding must also be provided if the capital facilities are to effectively serve the community. These demands must be addressed in the City's operating budget.



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Riverside's use of public funds will have a significant impact on the implementation of this Plan. Many of the Plan's goals can be achieved by directing public expenditures, by adjusting fee and rate structures, and by using state and federal tax provisions. Public investment decisions should be made in a business like manner. However, the City must continue to rely on the goals of its General Plan to ensure that its business continues to be the provision of services to the people of Riverside.

Recommendations for Implementation - Public Investment (PI)

- PI 1:* Include a section in the CIP that relates each program item to General Plan goals and policies.
- PI 2:* Resolve that all municipal property acquisitions shall further the goals and policies of the Plan.
- PI 3:* Review the General Plan diagrams, goals and policies prior to purchase of land for public facilities to determine whether the benefits justify the acquisition and whether the purchase of additional land would further the goals of the Plan.
- PI 4:* Utilize property tax incentives for preservation of agricultural lands shown in Exhibit 43 (*Located in the Map Pocket of this Document*).
- PI 5:* Evaluate additional uses of impact and/or linkage fees to offset the costs of drainage, water, wastewater, fire protection, police protection and library services.
- PI 6:* Review the timing of impact fee collection to determine if certain fees should be collected at an earlier point in the development process.
- PI 7:* Explore and retain existing alternatives for providing lower cost water and electricity for agricultural irrigation, including, but not limited to, such methods as differential water quality standards and reuse of treated wastewater effluent.

G. Community Involvement

An informed, involved citizenry is a vital element of a democratic society. The needs and desires of the public have always been an important consideration in Riverside's decision-making process. Citizen participation takes many forms, from educational forums to testifying at public hearings or serving on city boards and commissions. A broad range of perspectives at public hearings helps boards, commissions and the City Council to make better informed decisions. Riverside should continue to encourage community involvement, in a variety of forms, as part of General Plan implementation.



Recommendations for Implementation - Community Involvement (CI)

- CI 1:* Continue to encourage and actively promote citizen participation in the planning process.
- CI 2:* Work with the local media to inform the public of and solicit public participation in matters of local and regional concern.
- CI 3:* Continue production of the City newsletter, *Riverside Today and Tomorrow*, or use some similar general information dissemination medium to promote citizen awareness and to advance General Plan goals and policies.
- CI 4:* Consider creating a City Speakers Bureau, composed of City personnel, and provide local schools, service agencies and other groups with a listing of General Plan topics on which Speakers Bureau members will make presentations.
- CI 5:* Develop a system to keep Board and Committee members aware of the programs of all other Boards and Committees in the City designed to carry out the General Plan's goals and policies.
- CI 6:* Continue to use and expand the Community Plan Process as a means of community involvement. The process should concentrate on issues of community identity and enhancement and neighborhood preservation, but may address other General Plan issues as well.

H. City Programs

The City of Riverside, as a major corporation and employer in the community, has the opportunity to take a leadership role in implementing the General Plan's goals and policies by using its own programs as examples and models for others to follow.

Recommendations for Implementation - City Programs (CP)

- CP 1:* Establish a transportation management plan for City employees, using the full range of options available to other employers in the community.
- CP 2:* Begin the conversion of the City's vehicle fleet to alternative energy sources such as natural gas and/or electricity.
- CP 3:* Investigate the use of renewable energy sources in City buildings.



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- CP 4:* Use public improvement projects to achieve desired design for community gateways.
- CP 5:* Explore options for assistance to City employees requiring child care services.
- CP 6:* Implement a waste reduction program in City offices to serve as a model for other businesses.

I. Review of the General Plan

The City should review and evaluate its General Plan over time to respond to changing conditions and community needs. The following sections outline the processes for Plan amendment and review.

1. Quarterly Amendments

The City could refine its General Plan amendment process by considering proposed changes as a group on a quarterly basis, rather than as individually filed. The quarterly review process would not unduly delay those seeking amendment, but would assist the City in evaluating any cumulative impacts of the proposed General Plan changes. Plan amendments should not be made lightly, and it is recommended that their approval require a minimum of six affirmative Planning Commission votes and five affirmative votes by City Council members. The quarterly review of amendments notwithstanding, Community Plans and Specific Plans should be processed whenever they are ready for public presentation.

2. Annual Review

The City could establish an annual review process to evaluate progress that has been made in implementing the Plan, to reexamine the assumptions and conditions which form the basis of the Plan, to reflect changing State general plan requirements, and to reevaluate the Plan's goals and policies. The process should permit the City, neighborhood groups, developers, and other citizens to have input into this reevaluation. Any Plan amendments that appear appropriate as a result of this review would be processed according to the quarterly review procedure. The annual review process would have limited objectives and be based on readily available data. The annual review would occur concurrently with one of the quarterly amendment periods.

Recommendations for Implementation - Review of the General Plan (RGP)

- RGP 1:* Establish a procedure for processing individual Plan amendment proposals as a group on a quarterly basis.



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RGP 2: Establish a procedure for the regular but limited review of the General Plan on an annual basis to evaluate implementation progress and to determine if /changing conditions make minor adjustments to the Plan desirable.



V. RESOURCE CONSERVATION SECTION			
A. CONSERVATION ELEMENT		Water Quality	
Air Quality		WQ 1	To preserve the quantity and quality of all water resources throughout the General Plan Area.
AQ 1	To achieve air quality levels that provide a safe and healthy environment for all residents and businesses within the City of Riverside consistent with the target dates established by the State and Federal Clean Air Acts.	Natural Resources	
AQ 2	To reduce automobile pollutant emissions by reducing the percentage of people within the City of Riverside who must drive to work on a daily basis (person work trips).	NR 1	To preserve and protect ridgelines, hillsides, arroyos, the Santa Ana River corridor, and other significant natural features.
AQ 3	To reduce automobile pollutant emissions by reducing the number of vehicles required by residents within the City of Riverside for travel to and from work on a regular basis (vehicle work trips).	NR 2	To protect the biotic communities and critical habitats for endangered species throughout the General Plan Area.
AQ 4	To reduce the number of single-occupant non-work auto trips within the City of Riverside.	Energy	
AQ 5	To reduce vehicular emissions in the City of Riverside through traffic flow improvements.	E 1	To provide an adequate supply of affordable, environmentally sensitive energy resources for residents and businesses in Riverside.
AQ 6	To reduce tailpipe emissions from City fleet vehicles.	E 2	To encourage the efficient use of available energy resources by residential and commercial users.
AQ 7	To reduce the length of work trips while expanding the supply of affordable housing and creating an urban form that efficiently utilizes urban infrastructure and services.	E 3	To encourage the efficient use of available energy resources by the City of Riverside.
AQ 8	To separate air pollution sensitive land uses from major sources of air pollution.	B. OPEN SPACE ELEMENT	
AQ 9	To reduce particulate emissions from paved and unpaved roads, construction activities, and agriculture.	Open Space	
AQ 10	To coordinate City air quality planning and implementation efforts with other responsible agencies.	OS 1	To create a system of open space areas and linkages throughout the General Plan Area that protects the natural and visual character of the community and provides for appropriate active and passive recreational uses.
AQ 11	To coordinate with regional authorities and also to take primary responsibility for standards and measures to protect citizens of the city by keeping abreast of ongoing information of the health effects of air pollutants generated within the City and incorporate that date in its regulatory process.	Agricultural Preservation	
		A 1	To preserve designated agricultural lands in recognition of their economic, historic and open space benefits and their importance to the character of the City of Riverside.



Exhibit 78: Goal Implementation Matrix (Continued)

RESOURCE CONSERVATION SECTION																			
Mechanisms for Implementing Goals	Conservation Element																	Open Space Element	
	AQ 1	AQ 2	AQ 3	AQ 4	AQ 5	AQ 6	AQ 7	AQ 8	AQ 9	AQ 10	AQ 11	WQ 1	NR 1	NR 2	E 1	E 2	E 3	OS 1	A 1
Development Review																			
Phasing of Public Services	✓			✓			✓		✓			✓		✓	✓				
Subdivision Regulations	✓				✓				✓			✓			✓				
Zoning Regulations	✓	✓	✓	✓			✓	✓	✓			✓	✓	✓		✓		✓	✓
Design Review												✓	✓		✓	✓			
Building Code/Permits									✓							✓	✓		
Environmental Review	✓							✓	✓		✓	✓	✓	✓	✓			✓	
Redevelopment					✓		✓	✓								✓			
Area Expansions												✓	✓	✓					
Special Area Planning	✓	✓		✓															
Public Investment	✓	✓	✓	✓	✓	✓	✓		✓				✓	✓	✓	✓		✓	✓
Community Involvement		✓	✓	✓					✓	✓									
City Programs	✓	✓	✓	✓	✓	✓					✓						✓		
General Plan Review														✓					



VI. COMMUNITY ENHANCEMENT SECTION			
A. COMMUNITY CHARACTER ELEMENT		CS 3	To enhance the City's image through the creation and placement and presentation of unique art throughout the community.
Community Character		CS 4	To strive to create art in public places that is diverse and of the highest quality; that will reflect the character of the City; that will provide economic benefits to the Downtown; that will improve the quality of life; and that will be a continuing source of pride to all City residents.
CC 1	To use urban design policies to maintain and strengthen the identity of the City of Riverside as a community of character, quality, and diversity.	CS 5	To provide ample and convenient library facilities for the City of Riverside.
CC 2	To ensure that new private development and redevelopment proposals incorporate urban design features which strengthen the City's image as a high quality urban community.	CS 6	To assure that adequate kindergarten through high school educational facilities will be available to serve all new residential development at the time such facilities are needed
CC 3	To preserve the existing character of established neighborhoods throughout the Riverside General Plan Area.	Recreation	
CC 4	To sustain and enhance the economic viability and residential livability of Downtown Riverside and its historic role as the cultural, financial and government administrative center of the community.	R 1	To provide adequate recreational opportunities for all of Riverside.
Historic Preservation		R 2	To preserve, restore, enhance and maintain the integrity of the significant historic parks which are essential elements of Riverside's historic, cultural and horticultural heritage, including Mt. Rubidoux, Carlson, Fairmount, White and North Parks.
HP 1	To preserve Riverside's historic resources as physical reminders of the City's past and as unique local points to shape the community's identity, now and in the future.	R 3	To establish an integrated system of scenic routes, trails and paths throughout the General Plan Area.
HP 2	To recognize the importance of archaeological resources to our understanding of the past and to ensure the identification and protection of those resources within the City of Riverside.	R 4	To adaptively reuse and rehabilitate, where appropriate, historic resources such as recreation and community centers.
HP 3	To recognize natural resources for their cultural and historic value and to identify and protect them.	Economic Development	
Cultural and Social Services		ED 1	To promote a strong, balanced economy for Riverside, with an economic climate supportive of existing business and industries and attractive to new and relocating firms.
CS 1	To ensure the provision of basic social services to all residents of Riverside.	ED 2	To provide direction purpose and a climate for combined public and private investment which will result in benefits to the community as a whole.
CS 2	To provide a diverse range of cultural and arts activities for all Riverside residents.	ED 3	To create a local visitor-based economy by capitalizing on Riverside's historic landscape of distinguished buildings and places, its still active citrus groves and its vibrant diverse cultural programs.



Exhibit 78: Goal Implementation Matrix (Continued)

COMMUNITY ENHANCEMENT SECTION																				
Mechanisms for Implementing Goals	Community Character Element																			
	CC 1	CC 2	CC 3	CC 4	HP 1	HP 2	HP 3	CS 1	CS 2	CS 3	CS 4	CS 5	CS 6	R 1	R 2	R 3	R 4	ED 1	ED 2	ED 3
Development Review																				
Phasing of Public Services								✓					✓					✓	✓	
Subdivision Regulations														✓				✓	✓	
Zoning Regulations	✓	✓	✓	✓	✓										✓			✓	✓	
Design Review	✓	✓	✓		✓															
Building Code/Permits					✓		✓											✓	✓	
Environmental Review																				
Redevelopment	✓	✓	✓	✓	✓			✓		✓	✓			✓		✓	✓	✓	✓	✓
Area Expansions	✓																			
Special Area Planning	✓	✓	✓	✓	✓			✓		✓	✓			✓	✓	✓		✓	✓	✓
Public Investment	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Community Involvement	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓				✓
City Programs							✓						✓							
General Plan Review																				



VII. GROWTH MANAGEMENT SECTION			
A. LAND USE ELEMENT		Solid and Hazardous Waste	
Land Use		SW 1	To provide an effective solid (non-hazardous) waste management system that is environmentally and financially responsible, and is able to adequately meet the projected demands from users in the General Plan Area.
LU 1	To provide for continuing growth within the Riverside General Plan Area, with land uses and intensities appropriate designated to meet the needs of anticipated growth and to achieve the community's goals related to resource conservation, community enhancement and growth management.	SW 2	To effectively manage hazardous waste within the General Plan Area in accordance with the adopted County of Riverside Hazardous Waste Management Plan and in accordance with County Authorities.
LU 2	To establish the General Plan Land Use Diagram as a key statement of City development policy to be used as a guide for decisions on individual development proposals.	B. PUBLIC SAFETY ELEMENT	
LU 3	To provide for the appropriate timing of development in accordance with the future land uses designated in the Land Use Element.	PS 1	To create a secure public environment which minimizes social, economic, environmental and property losses due to seismic hazards.
LU 4	To utilize a series of area plans ("Community Plans" or "Specific Plans"), as part of the General Plan, to provide more detailed design and policy direction for development projects located in particular neighborhoods within the General Plan Area.	PS 2	To protect property in urbanized and non-urbanized areas from fire hazards and to integrate fire safety considerations in the planning process.
LU 5	To provide specific land use and development direction for locations affected by the current or future operations of the Riverside Municipal Airport.	PS 3	To provide adequate and equitable levels of police service to all residents in Riverside.
Water and Wastewater Systems		PS 4	To provide adequate levels of emergency response to all residents in Riverside.
WW 1	To ensure provision of an adequate energy efficient water system for the General Plan Area that is fiscally responsible.	PS 5	To ensure that equipment and structures designed to provide emergency disaster services are located and designed to function after a disaster or emergency event
WW 2	To ensure provision of an adequate, energy efficient wastewater system for the General Plan Area that is fiscally responsible.	PS 6	To provide a security design program which reduces opportunities for crime in the urban environment.
Stormwater Drainage		PS 7	To reduce potential flood hazards for residents and businesses in the City of Riverside
SD 1	To achieve an effective system of natural and manmade drainage for Riverside.	PS 8	To preserve the historic resources of the City from demolition, destruction and/or severe damage, to the greatest extent possible, in the wake of natural and human-caused disasters such as seismic events and fires.



Exhibit 78: Goal Implementation Matrix (Continued)

GROWTH MANAGEMENT SECTION																		
Mechanisms for Implementing Goals	Land Use Element										Public Safety Element							
	LU 1	LU 2	LU 3	LU 4	LU 5	WW 1	WW 2	SD 1	SW 1	SW 2	PS 1	PS 2	PS 3	PS 4	PS 5	PS 6	PS 7	PS 8
Development Review																		
Phasing of Public Services			✓			✓	✓					✓	✓	✓			✓	
Subdivision Regulations			✓			✓	✓	✓				✓					✓	
Zoning Regulations	✓				✓			✓			✓	✓					✓	
Design Review								✓			✓					✓		
Building Code/Permits			✓								✓	✓						✓
Environmental Review								✓			✓						✓	
Redevelopment	✓		✓	✓							✓	✓				✓		✓
Area Expansions						✓	✓											
Special Area Planning				✓	✓													
Public Investment			✓			✓	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	
Community Involvement										✓	✓	✓	✓	✓		✓	✓	✓
City Programs									✓	✓	✓				✓			
General Plan Review	✓	✓	✓	✓	✓				✓									



VII. GROWTH MANAGEMENT SECTION (Continued)			
D. TRANSPORTATION ELEMENT		F. HOUSING ELEMENT	
Streets and Highways		H 1	To provide sufficient numbers of dwelling units to accommodate expected new household formation, to replace that portion of the housing stock lost through normal processes of attrition and to provide for vacancy rates, both for sale and rental, which optimally balance both economic and social considerations.
T 1	To build and maintain a transportation system which combines a mix of transportation modes and transportation system management techniques, and which is designed to meet the needs of Riverside's residents and businesses, while minimizing the transportation system's impacts on air quality, the environment and adjacent development.	H 2	To ensure the opportunity for all households in the City to obtain affordable housing suitable to their particular needs.
T 2	To provide adequate, affordable, equitably distributed and energy efficient public transportation for the citizens of Riverside.	H 3	To eliminate housing discrimination in Riverside.
T 3	To support and expand airport services for the Riverside community.	H 4	Assure adequate accessibility to appropriate housing for physically disabled residents of the City.
T 4	To provide a safe, integrated system of bicycle and pedestrian paths throughout the Riverside General Plan Area.	H 5	To provide for the protection of landlord and tenant rights.
E. NOISE ELEMENT		H 6	To provide adequate rental apartment housing in close proximity to the City's four major educational institutions (i.e., the University of California, Riverside, California Baptist College, the La Sierra Campus of Loma Linda University and Riverside Community College) in order to provide for the housing needs of the City's substantial student population.
N 1	To minimize noise levels throughout the community and, wherever possible, mitigate the effects of noise to provide a safe and healthy environment.	H 7	To provide for the housing needs of the elderly population.
N 2	To make maximum use of existing City regulatory processes and resources to control noise.	H 8	To provide adequate shelter opportunities for those families and individuals who are either homeless or at risk of becoming homeless.
		H 9	To provide sound quality housing and desirable neighborhoods citywide.



Exhibit 78: Goal Implementation Matrix (Continued)

GROWTH MANAGEMENT SECTION (Continued)															
Mechanisms for Implementing Goals	Transportation Element				Noise Element		Housing Element								
	T 1	T 2	T 3	T 4	N 1	N 2	H 1	H 2	H 3	H 4	H 5	H 6	H 7	H 8	H 9
Development Review															
Phasing of Public Services	✓														
Subdivision Regulations	✓			✓	✓	✓									
Zoning Regulations	✓		✓		✓	✓	✓	✓				✓	✓		✓
Design Review					✓	✓									
Building Code/Permits					✓	✓				✓					✓
Environmental Review					✓	✓									
Redevelopment	✓				✓	✓	✓	✓	✓			✓			✓
Area Expansions															
Special Area Planning								✓				✓			✓
Public Investment	✓	✓	✓	✓			✓	✓					✓	✓	
Community Involvement								✓	✓		✓				
City Programs															
General Plan Review															



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J. Summary and Index of Implementation Measures

Exhibit 79 (Page IX - 29) lists all of the recommendations for implementation and the goals that are furthered by each of the measures.



Rec. #	Implementation Measure	Goal #'s
Air Quality		
I-AQ 1	The City shall collect work trip information from all business license applicants or holders of business licenses having 25 or more employees. The required information shall include, but not be limited to, numbers of employees, how they commute to work, work trip lengths and, where applicable, types and number of company vehicles and delivery of goods schedules. In addition, information shall be provided to business license applicants or holders about ridesharing and other programs to reduce employment related vehicle trips.	AQ 1-3
I-AQ 2	For any new office development in excess of 25,000 square feet that includes video conferencing facilities as part of their development, credit should be given in the form of density bonuses or reduction of fees on plans or developer fees. The City should adopt a schedule equating benefits with the type and amount of credit to be granted by the City.	AQ 1-3
I-AQ 3	The City in conjunction with local businesses, should study the feasibility of centralized ordering and home delivery services by December 31, 1992. Such services would reduce trip generation for the purchase of common household goods. This strategy would require the use of mass mailing or other public announcement in order to find businesses willing and capable of home delivery services.	AQ 1, 4
I-AQ 4	Modify any regulations that would unnecessarily restrict the use of a home as an office for home based telecommuting.	AQ 1-3, 7
I-AQ 5	Adopt an ordinance by July 1, 1999 requiring employers with multiple facilities to set aside facilities to be used by telecommuting employees. This strategy is a long-term goal of the AQMP to allow employers time to plan for the increased future need of facilities.	AQ 1-2
I-AQ 6	The City shall continue to comply with SCAQMD Regulation XV including required monitoring and reporting responsibilities. Through any combination of ridesharing, telecommuting, alternative work weeks and trip reduction incentives, the City shall strive for a target of a 30% reduction of City employee work trips by 2010.	AQ 1-3
I-AQ 7	The City will assist SCAQMD in implementing its Regulation XV by promoting the establishment of transportation management associations for facilities employing more than one hundred employees.	AQ 1, 3
I-AQ 8	The City shall provide the SCAQMD the information gathered from the registration program outlined in AQ 1 to assist the SCAQMD in implementing Regulation SV.	AQ 1, 3
I-AQ 9	Adopt an ordinance pursuant to future SCAQMD model rules prohibiting one hundred percent employer-subsidized parking.	AQ 1, 3
I-AQ 10	Adopt an ordinance to minimize free parking for non-residential developments pursuant to future SCAQMD model rules. Apply public revenues from increased parking fees to transit fares as a subsidy.	AQ 1, 3
I-AQ 11	Require major retail centers to offer customer travel incentives for alternatives to single-occupant vehicles and to provide facilities for non-motorized transportation needs such as bike racks and pathway systems. Examples of customer travel incentives would be to offer an exchange of a valid purchase receipt for ten dollars or more for a free bus token on the day of purchase, or a sale price for customers showing validated bus tickets or passes.	AQ 1, 4; T 4
I-AQ 12	Adopt an ordinance by January 1, 1992, requiring any development of a special event center with a potential occupancy of ten thousand or more persons at one place and one time to establish Park-n-Ride facilities or off-site parking at remote locations.	AQ 1, 4; E 2; T 1-2
I-AQ 13	Implement a system of designated bikeways within the city on non-major streets that connect residential areas with shopping centers and parks. Upon completion, establish a high visibility campaign to promote awareness and encourage bicycle use.	AQ 1, 4; T 4
I-AQ 14	The City should coordinate development approvals with efforts to encourage the expansion and creation of non-polluting mass transit systems and intermodal means of transportation to serve the proposed developments. City approval of any development should be conditioned upon the provision of adequate facilities to accommodate the anticipated mass transit demands of the proposed development. These facilities may consist of dedications of land and/or construction of facilities.	AQ 1, 3, 5; T 2
I-AQ 15	Prohibit truck travel on major arterials during commute hours. Establish a paid permitting system for those operators who document the need to operate vehicles on major arterials during commute hours.	AQ 1, 5



Rec. #	Implementation Measure	Goal #'s
Air Quality (Continued)		
I-AQ 16	Continue to monitor traffic flow along collector and arterial streets and make the necessary adjustments to signals and roadways to improve the flow of traffic.	AQ 1, 5
I-AQ 17	Prohibit on-street parking on collector and arterial streets during commute hours where the level of service had dropped below Level E.	AQ 1, 5
I-AQ 18	Commit to a phasing plan to incorporate low, ultra-low and zero emissions vehicles into the city government fleet by 1994: ten percent by the year 2000, 20 percent by the year 2010. Annual monitoring reports on progress made toward meeting the objective should be submitted to SCAG.	AQ 1, 6
I-AQ 19	Establish a review process within a one-half-mile radius of any sensitive receptor, of any commercial or industrial development that has the potential for toxic air emissions.	AQ 1, 8
I-AQ 20	Adopt an ordinance requiring the following measures be taken by contractors at construction sites. <ul style="list-style-type: none"> • The use of truck wheel washers at the roadway exits from construction sites. • Paving of an access road onto the construction site. • Cleaning of access and public roadways of soil originating from the project site. • Paving, curbing, or vegetative stabilization of road shoulders on which vehicles could potentially drive and create nuisance particulate emissions. • Submittal of and adherence to a strict watering schedule of total coverage of unpaved construction areas twice daily. Require that grading activities be suspended during periods of excessive winds above 30 miles per hour. • Use low emission mobile construction equipment where feasible. • For developments exceeding the threshold of significance, develop trip reduction plans for construction employees. • Spread soils binders on site, unpaved roads and unpaved parking areas. • Apply AQMD approved chemical soil stabilizers according to manufacturers specifications to all inactive construction sites (previously graded areas which remain inactive for more than 96 hours). • Reestablish ground cover on construction sites through seeding and watering. • Implement or contribute to an urban tree planting program to off-set the loss of existing trees at the construction site if applicable. • Reduce traffic speeds on all unpaved surfaces to 15 miles per hour or less. • Configure construction parking to minimize traffic interference. • Minimize obstruction of through traffic lanes. 	AQ 1, 9
I-AQ 21	Adopt an ordinance requiring parties involved with large scale agriculture of three or more acres, to implement fugitive dust control measures. These measures include the use of either windbreaks, soil stabilization, asphalt cover, or closer crop spacing. Unpaved farm roads should be required to be stabilized using wet suppression and/or chemical or physical stabilization.	AQ 1, 9
I-AQ 22	Adopt building regulations, in conjunction with determinations to be made by SCAQMD, to prohibit the use of building methods and materials such as architectural coatings that emit excessive amounts of reactive organic gasses. These methods and materials are to be determined by research to be conducted by SCAQMD so as not to sacrifice safety and durability.	AQ 1, 9
I-AQ 23	Prepare annual air quality action strategy monitoring reports that identify all action strategies pursued by the City and evaluate their effectiveness. A copy of these reports should be forwarded to SCAG and SCAQMD.	AQ 1, 10
I-AQ 24	Require all Environmental Impact Reports for developments within the City to include an air quality section that addresses current basin attainment status and projected impacts quantified through the URBEMIS, CALINE4, or other air quality models available to CARB.	AQ 1, 10
I-AQ 25	The City shall commit to updating the Air Quality section of this General Plan consistent with future amendments to the AQMP.	AQ 11
I-AQ 26	The City shall investigate the adoption of programs at least as stringent as those developed by the SCAQMD relative to the indirect source control measures listed in Appendix IVC of the 1991 AQMP.	AQ 11



Rec. #	Implementation Measure	Goal #'s
Air Quality (Continued)		
I-AQ 27	Create a City program to annually review the Health Risk Reports and Emission Summary prepared by industrial facilities in the City of Riverside in compliance with state and Federal law and to address the problems these reviews reveal, including action to protect sensitive receptors. This program should include cooperation with the South Coast Air Quality Management District and the State Air Resources Board.	AQ 11
I-AQ 28	The City shall consider requiring large employment centers to provide facilities such as bicycle lockers and showers to encourage bicycle commuters.	AQ 7, 11
Water Quantity and Quality		
I-WQ 1	Adopt, in coordination with RWQCB-8, regulations establishing standards for the quality of runoff from new development sites and listing best management practices for achieving those standards.	WQ 1; WW 1
I-WQ 2	Continue to monitor water levels and water quality of all City-owned wells and review results of monitoring to identify significant changes in water quality or quantity.	WQ 1, WW 1
I-WQ 3	Adopt regulations establishing standards for the protection of recharge features.	WQ 1; WW 1
I-WQ 4	Coordinate with RWQCB-8 to ensure that the City's stormwater management system complies with EPA standards.	WQ 1; WW 1
I-WQ 5	Coordinate with water providers, such as the Western Municipal Water District, Eastern Municipal Water District and the El Sobrante Water District, to ensure the continued availability of a safe and abundant water supply.	WQ 1; CC 1; ED 1; WW 1
Natural Resources		
I-NR 1	Continue to refine regulations limiting the development of areas with unstable soils, steep terrain, floodplains, arroyos and other critical environmental and hazardous areas	WQ 1; NR 2; OS 1; HP 3; WW 1; PS 1
I-NR 2	Develop regulations establishing grading standards to ensure soil stability and to minimize negative aesthetic impacts	WQ 1; NR 1; OS 1, PS 1, HP 3
I-NR 3	Modify the subdivision and zoning regulations to expand the use of design review and design guidelines to regulate building height, building spacing, landscaping, grading and street alignment to retain ridgeline areas in their natural state to the greatest extent possible.	WQ 1; CC 1-2; HP 3
I-NR 4	Require developments which include property identified as potential habitat for the rare or endangered species listed in Exhibit 8 (Page III - 10) to submit site-specific analysis of the effect of the proposed development on the affected rare or endangered species and to propose strategies for minimizing those effects	NR 2; HP 3
I-NR 5	Continue active participation in Federal, State and local efforts to preserve rare, threatened and endangered species in the General Plan Area.	NR 2; HP 3
I-NR 6	Require site specific biological assessment and appropriate mitigation measures for all developments of property containing native plant communities and other potential habitats for sensitive species listed in Exhibit 8 (Page III - 10)	NR 2; HP 3
I-NR 7	Implement a program of research and field work to identify and map areas of habitat for sensitive species. Revise Exhibit 9 (Page III - 12) to reflect the results of this analysis. Periodically review and update this habitat information.	NR 2; HP 3
Energy		
I-E 1	Reduce overall energy use by the City of Riverside by eight percent by 1994, 15 percent by 2000, and 30 percent by 2010. A particular emphasis should be placed on reducing energy use during peak demand hours. Reduction measures may include lighting improvements, modifications to heating, ventilation, and air conditioning (HVAC) units, conservation in waste water treatment, and any other methods seen to be effective.	E 1-3



Item #	Implementation Measure	Goal #'s
Energy (Continued)		
I-E 2	Adopt an ordinance requiring the installation of solar heating equipment for water heating systems in all new multi-family developments, single-family homes over 2,000 square feet and for all new commercial buildings.	E 1-2
I-E 3	Adopt an ordinance requiring the installation of solar heating equipment for all new swimming pools with water heaters.	E 1-2
I-E 4	Install solar water heating systems at all appropriate City facilities.	E 1, 3
I-E 5	Conduct a series of pilot projects to demonstrate use of renewable energy resources and to evaluate the potential cost effectiveness of expanded use of renewable energy sources in the City.	E 1, 3
I-E 6	Develop and implement a Public Utility Demand Side Management (DSM) or other appropriate program that identifies cost-effective means of reducing energy consumption for businesses and residents, and provides strong incentives for conservation through the appropriate combination of development fees, rates and programs.	E 1-2
I-E 7	Adopt a solar access ordinance to prevent development on one site from precluding the use of solar energy on adjacent sites.	E 1-2
I-E 8	Employ the development review process to support the intelligent use of landscaping, site orientation and site design to reduce energy consumption.	E 1-2
I-E 9	Promote the use of energy efficient modes of transportation through public educational programs and through incentive programs for employees.	AQ 1; E 1-3
I-E 10	Conduct an energy audit of City operations including analysis of: <ul style="list-style-type: none"> the heating, cooling, lighting and water use of City buildings; the operation of City vehicles; and the modes of transportation used by City employees commuting to and from work. 	E 1, 3
Open Space		
I-OS 1	Develop a system for prioritizing the acquisition and improvement of open space based on capital costs, operation and maintenance costs, accessibility, needs, resource preservation, ability to complete or enhance the existing open space system and unique environmental features.	OS 1; HP 3; ED 3
I-OS 2	Prepare and periodically update an open space acquisition and improvement plan. This plan should 1) identify and prioritize projected open space acquisition and improvement expenditures; 2) identify proposed funding sources, capital, operations and maintenance.	OS 1; HP 3; ED 3
I-OS 3	Acquire proposed open space areas identified in the open space acquisition and improvement plan using the most efficient mechanism that will ensure the land's continuous use as open space. The City should consider the effectiveness of dedications, fee simple purchase, purchase of development rights, transfers of development rights and any other mechanism for securing open space.	OS 1
Agriculture		
I-A 1	Continue to use zoning powers to protect valuable agricultural lands identified in the Land Use Diagram.	A 1; HP 3
I-A 2	Offer incentives for the conservation of valuable agricultural lands identified in the Land Use Diagram.	A 1; HP 3
I-A 3	Continue to refine water and electrical rate structures to improve the viability of agricultural uses.	A 1
I-A 4	Refine the interest subsidy program for the fencing, screening and replanting of agricultural lands.	AQ 1, 9, A 1
I-A 5	Study the potential for using treated effluent to irrigate agricultural lands.	A 1; WW 1-2
I-A 6	Promote the local citrus industry and citrus related tourism through (a) the development of a tourism marketing plan that incorporates all existing and potential citrus heritage tourism sites and (b) coordination of a major multi-event, multi-cultural citrus festival geared to attracting large numbers of visitors to Riverside and the promotion of citrus products.	A 1; CC 1; ED 3



Rec. #	Implementation Measure	Goal #'s
Agriculture (Continued)		
I-A 7	Allocate funds to provide low interest loans for the planting or replanting of citrus groves on agricultural sites of at least five gross acres of arable land.	A 1
Community Character		
I-CC 1	Conduct design competitions to establish design themes for the gateways into Riverside. Coordinate with the local arts community and seek private sector and public assistance for implementation of selected designs.	CC 1; HP 1; ED 3
I-CC 2	Develop Area Plans (community and specific plans) to help protect and preserve the individual character and historical significance of various communities within the General Plan Area.	CC 1; HP 1; ED 3; LU 5
I-CC 3	Use design guidelines and landscaping standards to promote the planting of street trees throughout the City.	AQ 1; CC 1-2, 4; HP 3
I-CC 4	Develop design guidelines for buffer areas to promote compatibility between dissimilar land uses.	CC 1-4; N 1-2
I-CC 5	Coordinate with local arts groups to promote the provision of works of art which will be readily available to the public. The City should explore opportunities to provide matching funds or contributions in kind to promote art in public places, particularly in the Downtown area.	CC 1; CS 3-4
I-CC 6	Coordinate with neighborhood associations and property owners to identify code enforcement needs in neighborhoods throughout the City.	CC 1-4; N 1-2
I-CC 7	Tailor specific and community plans to enhance, without significantly altering, the character of stable neighborhoods by promoting infill and redevelopment that is compatible with existing land uses and densities.	CC 1-4; LU 5; H 9
I-CC 8	Encourage infill and redevelopment of transitional areas that do not disrupt adjacent, stable neighborhoods. This should be accomplished through site design review that focuses activity away from nearby residences and residential streets.	CC 1-4; H 1, 9
I-CC 9	Evaluate options for permit fee or utility rate incentives for redevelopment of the Downtown area.	CC 4; ED 1-2
I-CC 10	Provide development information for the Downtown area to the Chamber of Commerce in order to promote a balanced mix of uses and a vital Downtown. Information should be updated as the City issues permits for new or expanded occupancies.	CC 4; ED 1-2
I-CC 11	Develop a Downtown Arts, Culture and Entertainment District Plan to help identify, develop, rehabilitate and stimulate cultural and visual and performing arts facilities, within this concentrated area of the community.	CC 4
Historic Preservation		
I-HP 1	Continue to maintain a program to designate, inventory and preserve valuable cultural and historic resources in Riverside. This program includes: <ul style="list-style-type: none"> the continued development of objective criteria for the designation of historical resources in accordance with General Plan Policy 23.1; continued provisions for establishing and maintaining an Historic Resources Inventory — this data base, which should be established in conformance with State survey standards and guidelines, should be made an integral part of development review processes and should be made readily accessible to the public; and continued procedures to establish, rehabilitate, enhance and maintain street features such as retaining walls, entry monuments, light standards, sidewalk patterns, and other features that define historic character. 	CC 1; HP 1, 3; ED 3
I-HP 2	Require the identification of potential archeological resources as part of the development review process. Potential sites should be evaluated for their significance and recorded with the California Archeological Information Center. Potentially significant sites should be protected from adverse impacts of development.	CC 4; HP 2; ED 3
Cultural and Social Services		
I-CS 1	Continue to support programs to compile, maintain and publish lists of social, health and educational services available in Riverside. The lists should include providers of such items as child care, medical assistance, social services, and educational services.	CS 1, 5; H 3, 5, 9



Rec. #	Implementation Measure	Goal #'s
Cultural and Social Services (Continued)		
I-CS 2	Designate a City liaison for cultural and visual and performing arts activities. This person could assist local artists or arts groups in presenting their work, obtaining funding and notifying the public of cultural events and activities.	CS 2; ED 3
I-CS 3	Evaluate the feasibility, location, development program and funding for a state-of-the-art performing arts center within the Downtown Cultural, Arts and Entertainment District.	CS 2; ED 3
I-CS 4	Manage the library system to meet the standards established in the General Plan policies.	CS 5; R 1
I-CS 5	Develop a broad public art program to increase public awareness and appreciation of the arts including the commission of free standing or architecturally integrated pieces of visual art, the development of visual or performing art facilities or the initiation of visual or performing arts programs. This should be a high profile program, involving professionals in the arts and representatives of the community at large, that results in the display and generation of art in public places, particularly in parks, community gateways and the Downtown area.	CC 1, 4; CS 3-4; R 1; ED 1-3
I-CS 6	Coordinate with UCR, other academic institutions and groups in Riverside involved in the arts, to promote cultural, visual and performing arts and humanities in the community.	CC 4; CS 2
I-CS 7	Create programs, acceptable to the City and the School Districts to implement goals and policies related to provision of adequate kindergarten through high school educational facilities which may require the City to do the following: <ul style="list-style-type: none"> • Notify school districts of proposed subdivision projects or development applications early in the review process with time for adequate responses; • Request school districts to indicate the level of facilities expected to be available at the time of need to serve development projects requiring discretionary approval; • Take into consideration (to the extent allowable by State law), the availability of school facilities at the time of need when making decisions on development applications requiring general plan amendments, community plan updates, specific plans and amendments thereto, zone changes for residential or commercial or industrial uses, and other legislative land use decisions; • Consider denial or postponement (to the extent allowable by State law) of applications for development projects which the school districts determine would not have adequate school facilities available to them at the time of need—unless an agreement to provide such facilities is reached between developers and the districts. 	CS 5
I-CS 8	Cooperate with the Riverside City schools to integrate the City's visual and performing arts opportunities with the elementary and secondary school programs.	CS 5
I-CS 9	Expand and rehabilitate the Central Library to include facilities and venues to encourage and accommodate visual and performing arts and related activities.	CS 6
Recreation		
I-R 1	Continue to add park land and park facilities to serve the population in accordance with the standards established in the recreation policies.	NR 1-2; OS 1; R 1, 3; ED 3
I-R 2	Periodically survey the public to determine the City's recreation needs and evaluate the park system's ability to meet those needs.	R 1
I-R 3	Continue to expand and integrate the City's system of scenic routes, trails and paths with other surrounding regional trails. Establish, to the maximum extent possible, linkages between City and County parks and open spaces	NR 1-2; OS 1; R 1, 3; ED 3
I-R 4	Adopt design guidelines for scenic corridors throughout the City. These guidelines should address signs, corridor markers and landscaping.	CC 1; HP 1; R 1, 3; ED 3
I-R 5	Discourage inappropriate development requests at or near existing and proposed parks unless acceptable alternatives for design or park location are clearly identified.	CC 1-2, 4; HP 3; R 1-2; ED 3



Rec. #	Implementation Measure	Goal #'s
Economic Development		
I-ED 1	Continue to maintain and enhance the data base of major employers in Riverside. Coordinate with the Chamber of Commerce and Economic Development Partnership to conduct a business retention survey that will identify the needs of all major employers.	ED 1-2
I-ED 2	Continue to designate primary contacts within the Planning, Development and Public Works Departments to support Economic Development Partnership and the Chamber of Commerce in their efforts to retain and attract major employers.	CC 4; ED 1-2
I-ED 3	Continue to coordinate with local, regional and State economic development and employment agencies, local employers, and local educational agencies to develop a labor force that will continue to serve existing employers and will attract new employers. This will involve identifying existing labor needs both within the community and throughout the regional, state, national and international economies; identifying the strengths and weaknesses of the local labor force; and developing programs to train the existing and future labor force to meet the diverse needs of existing and potential employers in Riverside.	CC 4; ED 1-3; H 2
I-ED 4	Continue to coordinate with regional and State economic development agencies to identify the full range of mechanisms for attracting employers to Riverside, such as: tax incentives, low interest loans, reduced fees, reduced utility rates, and site acquisition assistance. Conduct the necessary processes (ordinance adoption, resolutions, agreements) to enable the City to offer a broad range of incentives to potential employers in a timely manner. Prior to offering fiscal incentives to potential employers, the City shall evaluate the costs of those incentives versus the benefits provided by the potential employer.	CC 4; ED 1-3
I-ED 5	Continue to coordinate with University of California, Riverside to promote economic development activities that benefit from and contribute to UCR's priority research specialties.	ED 1-3
I-ED 6	Establish the professional management of the Cultural, Arts and Entertainment District; to place the arts at the center of the City's marketing and tourism program; to ensure continued programming of Seventh Street as the "stage" within the Cultural, Arts and Entertainment District; and to develop the full potential of the arts as an economic revitalization tool.	ED 2
Land Use		
I-LU 1	Evaluate proposed amendments to the Land Use Diagram in light of their impacts on the supply of various types of land, the environment, agriculture, open space, neighborhood integrity, and both the existing and proposed services and facilities.	AQ 1; WQ 1; NR 1-2, E 1; OS 1, A 1, CC 2, CS 1, R 1, LU 1, 4; WW 1-2; SD 1, PS 1-4; T 1-4; N 1-2; H 1
I-LU 2	Consult the Land Use Diagram when evaluating the appropriateness of rezoning requests	LU 2
I-LU 3	Use zoning and the development review process to ensure that non-industrial land uses do not impinge upon the use of planned industrial land	ED 1-2; LU 1
I-LU 4	Adopt an ordinance providing density bonuses for projects incorporating affordable housing for qualified groups pursuant to Government Code Section 65915.	LU 1; H 1
I-LU 5	Coordinate with WRCOG to address issues related to the balance of residential, commercial and industrial land uses and the sharing of revenues among the various political jurisdictions in western Riverside County	AQ 1, 10; ED 1-3; LU 1
Water and Wastewater Systems		
I-WW 1	Monitor pressures and flow capacities throughout the water system and maintain an accurate model of the system.	WW 1
I-WW 2	Monitor water usage throughout the City to facilitate accurate projections of the impacts of proposed development on the water system.	WW 1
I-WW 3	Promote the use of water conserving landscaping and fixtures. Offer reduced water and wastewater connection fees as incentives for the use of water conserving site design and construction.	WW 1



Rec. #	Implementation Measure	Goal #'s
Water and Wastewater Systems (Continued)		
I-WW 4	Require assurance of adequate water and wastewater service prior to granting development approvals.	LU 4; WW 1-2
I-WW 5	Continue allocating sewer connections to manage residential growth.	LU 4; WW 2
I-WW 6	Pursue alternative uses for treated wastewater effluent such as irrigation, groundwater recharge or wetlands production.	WQ 1; A 1; WW 1-2
Stormwater Drainage		
I-SD 1	Continue to review development proposals to ensure compatibility between developments and drainage basin master plans.	OS 1; LU 4; SD 1
I-SD 2	Develop guidelines for review of drainage proposals that address safety, appearance, recreational use, maintenance costs, and water quality.	NR 1; OS 1; CC 1; R 1; WW 1; SD 1
I-SD 3	Continue to coordinate with RWQCB to develop strategies to enhance the quality of stormwater runoff from the City's drainage system and to ensure compliance with Federal standards	WQ 1; NR 1-2; WW 1; SD 1
I-SD 4	Coordinate with Santa Ana Region of the California Water Quality Board and Riverside County to develop a stormwater management plan for use in the review and approval of new developments affecting the quality and quantity of surface and groundwater.	WQ 1, NR 1-2; WW 1, SD 1
Solid and Hazardous Waste Management		
I-SW 1	Develop a source reduction and recycling element that addresses State requirements regarding: <ul style="list-style-type: none"> • Waste characterization; • Source reduction; • Recycling; • Composting; • Education and public information; • Funding; • Special waste; • Facility capacity; • Household hazardous waste; and • Integration 	WQ 1; E 2-3; SW 1-2
I-SW 2	Adopt the Specific Siting Criteria of the Riverside County Hazardous Waste Management Plan (Figure 5-1) as stated in the appendices of the Riverside General Plan 2010 to ensure that all proposed facilities for the transfer, storage or disposal of the City and its environs from potential health, safety, economic and social impact	SW 2
Public Safety		
I-PS 1	Continue enforcement of Uniform Building Code seismic safety regulations When mitigating existing seismic related structural hazards, the historical value of a structure should be considered.	HP 1, PS 1, 5, 8
I-PS 2	Support efforts to inform the public about seismic hazards, effective mitigation measures and appropriate responses to seismic events. Continue to review and publicize new seismic information as it becomes available.	PS 1, 5
I-PS 3	Evaluate the risks to emergency and critical facilities from seismic activity Take measures to minimize the risks to these facilities and ensure their continuous operation during seismic events.	PS 1, 5
I-PS 4	Require geologic engineering studies for all structures in excess of 20,000 square feet, in excess of two stories tall, or in hazardous locations identified in Exhibit 6 (Page III - 7).	PS 1, 5



Exhibit 79: Index of Implementation Measures and Related Goals (Continued)

Rec. #	Implementation Measure	Goal #'s
Public Safety (Continued)		
I-PS 5	Negotiate mutual response agreements with County fire districts and departments to enhance fire response and suppression capabilities in the City and surrounding areas	PS 2, 5
I-PS 6	Require site design of rural and semi-rural properties to incorporate landscaping techniques that minimize risks from fires in adjacent open land while maintaining the aesthetic character of the land.	PS 2
I-PS 7	Continue to provide fire stations throughout the City to maintain the City's spacing standards and ensure acceptable response times.	PS 2
I-PS 8	Regularly test fire hydrants throughout the City, to determine their pressures and capacities. Replace or repair faulty fire hydrants, color code hydrants by capacity and schedule improvements to portions of a system that do not meet the fire flow standards established herein.	WW 1; PS 2
I-PS 9	Adjust procedures and staffing to ensure minimum police response times of 5 minutes for all priority 1 calls and 12 minutes for all priority 2 calls.	PS 3
I-PS 10	Promote neighborhood watch programs and provide regular crime prevention seminars throughout the community.	PS 3
I-PS 11	Evaluate the City's Emergency Management Program to ensure that: facilities are adequate to meet the needs of the community; facilities are located and constructed to remain operational during disasters; equipment and supplies are adequate to meet the short term needs of the community; adequately trained personnel are available; and the City has established agreements with relief agencies such as the Red Cross and the Salvation Army to assigning disaster relief responsibilities.	PS 1-3
I-PS 12	Continue to work with the Federal Emergency Management Agency to minimize risks to life and property. Maintain compliance with FEMA's rules for development in regulatory floodplains and floodways. Establish guidelines for development of additional areas subject to periodic inundation	SD 1; PS 7
I-PS 13	Coordinate with SCAG, the California Council on Criminal Justice and the Federal Law Enforcement Assistance Administration to implement design/planning crime prevention strategies.	CC 1-4; PS 2
Transportation		
I-T 1	Continue to work with the State Department of Transportation and SCAG to monitor and report traffic counts throughout the City. These counts should be used to help determine the levels of service of various roadways and to schedule roadway improvements.	AQ 1, 5; PS 7
I-T 2	Prohibit parking on key collector and secondary arterial streets during peak commuter hours. Parking on streets should be prohibited at all times if it interferes with the level of service of the street.	AQ 1, 5; PS 7
I-T 3	Increase the costs of non-residential parking throughout the City to discourage inefficient use of automobiles.	AQ 1, 3-4
I-T 4	Schedule improvements to City streets in a manner that maximizes the levels of service on collector and arterial streets within the confines of available resources.	AQ 1, 5; PS 7
I-T 5	Work closely with the State to ensure that State roads grow to accommodate demands.	AQ 1, 5; PS 7
I-T 6	Review proposed street modifications to ensure compatibility between roadways and the neighborhoods through which they are built.	AQ 1, 8; CC 1-2; LU 1, N 1, PS 7
I-T 7	Promote public involvement in the planning stages of all roadway improvements affecting existing neighborhoods.	AQ 8; CC 2; PS 7; N 2
I-T 8	Prior to widening existing roads, evaluate all alternatives that would accomplish the same goal of increasing traffic flow. Alternatives include, but are not limited to: adding or modifying turning and deceleration lanes; adjusting the location and/or timing of signals; using alternative roadways and alignments; and altering the traffic flow through use of swing lanes or one-way streets.	PS 7
I-T 9	Employ necessary measures to avoid inappropriate and undesirable use of local streets by commuters. These measures may include the use of one or more of the following: one-way streets, street closures, speed humps, raised medians, traffic circles, traffic striping and traffic signage.	AQ 8, CC 2, PS 7, N 2



Rec. #	Implementation Measure	Goal #'s
Transportation (Continued)		
I-T 10	In designing street improvements, include plans for landscaping, noise abatement, air quality, signage, lighting and pedestrian crosswalks. Where appropriate, these plans shall include provisions for bicycle paths, pedestrian walkways and equestrian pathways.	AQ 8; CC 2; PS 7; N 2
I-T 11	Work with the Riverside Transit Authority to enhance services for the elderly, low income groups, the handicapped and disadvantaged. Seek to expand services to new areas as potential ridership increases.	AQ 1, 3-4; CS 1; T 2
I-T 12	Coordinate with mass transit providers throughout the region to provide linkages between mass transit systems.	AQ 1, 3-4; CS 1; T 2
I-T 13	Work with the Riverside County Transportation Commission to pursue the use of commuter or light rail for intra- and inter-County public transportation. This system should be integrated with existing bus systems and have stations located near major employment centers.	AQ 1, 3-4; E 2; CS 1; T 2
I-T 14	Establish a model Transportation Management Association to reduce the number of employee work trips. The City should encourage employers with at least one hundred employees to establish TMAs and guide them through the process. By July 1, 1995, the City should adopt standards for TMAs and mandate participation.	AQ 1-3; PS 7
I-T 15	Adopt standards for the provision of bicycle racks at multi-family and non-residential facilities.	E 2; R 1; T 4
I-T 16	Increase incentives for ride-sharing through the use of ramp metering, high occupancy vehicle lanes, higher parking costs, limited parking availability and park-and-ride facilities.	AQ 1-4; E 2; T 1
I-T 17	Coordinate with and support the efforts of the Riverside County Airport Land Use Commission to ensure compatibility between airport operations and development of affected property.	LU 6; T 3
I-T 18	Develop a system of bicycle routes generally corresponding to Exhibit 53 (Page VII - 59). This system should link parks, open spaces, schools, and other significant activity centers such as major employment and shopping centers. Where bicycle routes follow streets, bicycle traffic should be separate from automobile traffic wherever practical. Bicycle lanes should be clearly marked and all intersections along bicycle routes should be clearly marked to warn drivers of motorized vehicles of potential bicycle traffic.	E 2; OS 1; R 1, 3; PS 7; T 4
I-T 19	Coordinate with Riverside County Transportation Commission, SCAG, WRCOG, and the State Department of Transportation to develop a Congestion Management Plan and pursue development of a commuter and/or light rail system.	AQ 1-4, 10; T 2
I-T 20	Coordinate with local employers and operators of commercial centers to implement trip reduction programs.	AQ 1-4; PS 7; T 2
I-T 21	Coordinate with Riverside County Transportation Commission (RCTC) to support the needs for and promote the use of mass transit in Riverside. The City should serve as a liaison to coordinate bus routes with public service agency sites.	AQ 1-4, 10; T 2
I-T 22	At such time as a right-of-way is identified for potential abandonment, the City should review it for possible usage as a linkage for recreation or bicycle uses.	T 1, 4
Noise		
I-N 1	Designate a specific individual or department within the local government to be responsible for enforcement of local noise control regulations. Citizens of the City of Riverside shall be apprised of where and how noise complaints may be registered.	CC 2-3; N 1-2
I-N 2	Encourage the development of mass transit facilities to decrease dependence on automobiles, reduce noise in the community and achieve other environmental goals regarding air quality and energy.	AQ 1, 3-4; E 2; N 1
I-N 3	Limit trucking to specific routes, times and speeds.	AQ 1, 5; CC 3; N 1-2
I-N 4	Evaluate the potential effectiveness of installing noise barriers at sites subject to repeated complaints about excessive noise.	N 1



Exhibit 79: Index of Implementation Measures and Related Goals (Continued)

Rec. #	Implementation Measure	Goal #'s
Noise (Continued)		
I-N 5	Maintain roadways to minimize noise impact, since cracks and potholes can cause noises that are annoying to the ear. Care should be taken in selecting the surfacing material, for example, a new 3/8 inch chip seal is 4 to 5 dBA noisier than a smooth asphalt surface	T 1; N 1
I-N 6	Require construction equipment to be fitted with appropriate mufflers.	N 1-2
I-N 7	Incorporate noise reduction techniques, including buffer space, in the design of all planned arterials.	PS 7; N 1-2
I-N 8	Coordinate aircraft noise control activities, including building insulation for new projects, with the local Airport Land Use Commission.	LU 6; T 3; N 1-2
I-N 9	Establish and enforce a noise ordinance, which contains both numerical limits and general nuisance provisions for "noise which would annoy a reasonable person" Numerical limits provide a basis for design of solutions to specific predictable noises. General nuisance provisions are needed to deal with intermittent noises, noises that occur at inappropriate times of day and other offensive noises that are not easily quantified.	N 1-2
I-N 10	Enforce the California Noise Insulation Standards, Title 24, which apply to new multifamily dwellings and to certain single-family dwellings. In addition, the same interior maximum noise level limit, i.e., 45 CNEL, should be applied to <u>all</u> new residential projects. The Title 24 Standards mandated by the State of California apply to all new multi-family residential developments. The Title 24 standards identify an exterior criterion value of 60 CNEL (see Glossary, Appendix A (Page X - 2). If the exterior sound is above this level, analysis is required to determine the noise mitigation measures required to achieve an interior level of 45 CNEL or below. Title 24 also specifies minimum values for the sound insulation afforded by interior common partitions separating different dwelling units from each other, and from common space. A copy of the Title 24 standards is included herein as Appendix D (<i>Under Separate Cover.</i>).	N 2
I-N 11	Adopt noise level compatibility standards for various land uses, in accordance with the State of California guidelines (see Exhibit 54 (Page VII - 63)). Outlines and discussion of representative mitigation measures to achieve consistency with the standards are given in Appendix D (<i>Under Separate Cover.</i>).	N 2
I-N 12	Continue to enforce existing California regulations on vehicle noise emissions since vehicular noise is Riverside's major noise source.	N 2
I-N 13	Continue to enforce existing speed limits, review speeds on certain roads and consider reducing speeds on roads where noise is an issue.	PS 8; N 1-2
I-N 14	Require sound buffers (particularly landscaped buffers), open space, or other mitigation measures between noise sources and residential areas.	N 1-2
I-N 15	Require placement of fixed equipment, such as air conditioning units, inside an enclosed space, or in shielded locations. Also require the placement of rooftop equipment at an appropriate setback from property lines, or in acoustically treated mechanical rooms or in shielded equipment wells, to meet noise standards and minimize disturbance potential	N 1-2
I-N 16	Require noise studies for projects with significant noise generation or conflict potential. As a general guideline, these would include: (a) projects which add more than ten percent to the volume of average daily traffic of any arterial street, (b) add 1,000 or more vehicles in the peak hour on adjacent roadways, or (c) are next to a roadway with a peak hour design capacity greater than 1,000 vehicles per hour. Any use involving railroad activity, truck activity, commercial loading/unloading activity, loud speaker use or other activities which result in a significant change in noise levels in residential, hospital, school, park, commercial, professional or open space areas should be required to submit a noise study. Examples include automobile body shops, outdoor animal kennels keeping, heavy equipment rental and operation, car washes, drive-in restaurants, raceways and shooting ranges	N 1-2
Phasing and Adequacy of Public Facilities and Services		
I-PF 1	Guide the location and timing of development by identifying the preferred timing and locations for construction of public facilities in the capital improvements program.	AQ 1,4,7,9; WQ 1; NR 2; E 1; ED 1-2; WW 1-2; PS 2-4, 7
I-PF 2	Adopt level of service standards as necessary for police, fire, water, wastewater, electric, parks, and library services.	ED 1-2; WW 1-2; PS 2-4



Rec. #	Implementation Measure	Goal #'s
Phasing and Adequacy of Public Facilities and Services (Continued)		
I-PF 3	Continue coordinating with the school districts to help provide a strong educational system through the use of adequate school facilities requirements in Riverside's development regulations.	ED 1-2
Subdivisions		
I-S 1	Review the subdivision regulations to ensure that adequate public services and facilities are required to be available before a proposed development creates the demand for those public services and facilities.	AQ 1, 5, 9; WQ 1; E 1; ED 1-2; LU 4; WW 1-2; SD 1; PS 2, 7
I-S 2	Expand and enhance policies for reimbursement for over-sized improvements that promote the goals of the General Plan.	E 1; ED 1-2; LU 4; WW 1-2; SD 1
I-S 3	Explore all means for the City to provide input on the decision-making process for subdivisions nearby but outside the City, particularly within its Sphere of Influence.	AQ 9; WQ 1; WW 1-2; SD 1; PS 2, 7
Zoning		
I-Z 1	Give very high priority to a comprehensive review and update of the City Zoning Ordinance (Title 19 of the Riverside Municipal Code) which may incorporate some or all of the recommendations which follow below.	AQ 1-4,7-9; WQ 1; NR 1-2; OS 1, A 1; CC 1-4; HP 1; R 2; ED 1-2; LU 1; WW 2; PS 1-2, 7; T 1; N 1-2; H 2, 6-9
I-Z 2	Review the City's currently established design standards and make adjustments as necessary to promote the goals of the General Plan, giving particular attention to the relationship of projects to the neighborhoods in which they are located.	AQ 1, 3, 8, CC 1-4; HP 1; R 2; WW 2; PS 2, 7; N 1-2; H 9
I-Z 3	Establish mixed-use PUD regulations to help promote the General Plan's air quality, transportation, housing and redevelopment goals and policies. The mixed use PUD could be permitted only on parcels of at least five acres having direct access to at least one arterial. Approval of the PUD would be based on the ability of the proposed mix of uses to help achieve the goals of this Plan. The PUD regulations should provide opportunities for development intensity incentives to match the parking, traffic and utility loading efficiencies achieved by the proposed land use mix.	AQ 1-4, 7; ED 1-2; H 6
I-Z 4	Require that rezoning be conditioned upon the provision of a full range of adequate public facilities, not just infrastructure within the project.	AQ 9; WQ 1; PS 2, 7
I-Z 5	Expand the use of performance oriented standards, such as bulk planes, to help ensure compatibility between adjacent land uses, particularly along the boundaries of zoning districts.	AQ 8, CC 1-4; R 2; N 1-2; H 2, 9
I-Z 6	Provide bonuses or other incentives that promote the development of affordable housing for lower income groups, the elderly and the disabled.	AQ 7; CC 3; H 1, 6-7



Exhibit 79: Index of Implementation Measures and Related Goals (Continued)

Rec. #	Implementation Measure	Goal #'s
Zoning (Continued)		
I-Z 7	Continue to use overlay zones to promote the goals of the General Plan, including the possible creation of such zones to require design review of development affecting gateways, scenic corridors, and vistas.	CC 1-2; R 2; WW 2
I-Z 8	Investigate the use of transfers of development rights to help preserve agricultural lands, open space, view corridors, vistas, gateways into the City, and environmentally sensitive lands.	WQ 1, NR 1-2; OS 1; A 1; CC 2; R 2; WW 2
I-Z 9	Add a requirement for adequate public facilities to the list of conditions that must be met prior to receiving a conditional use permit.	AQ 9; PS 7
I-Z 10	Remove any unnecessary obstacles to the use of renewable or passive solar energy.	AQ 1; E 2
I-Z 11	Review the zoning ordinance and remove any unnecessary obstacles to the provision of adequate, affordable child care, vocational training schools and group homes	ED 1-2, H 2
I-Z 12	Evaluate the City's use of development regulations to minimize the number of points of access to arterial streets.	CC 4; T 1
I-Z 13	Review zoning designations and standards in airport noise and runway protection zones to provide compatibility with the Airport Master Plan after it's adopt by the Riverside County Airport Land Use Commission.	CC 4, LU 6; T 3
I-Z 14	Develop alternate parking standards for developments near employment centers that promote the use of mass transit or other alternatives to automobiles.	AQ 1; T 1
I-Z 15	Establish a periodic review of the zoning ordinance to ensure that, to the greatest extent possible, it can be utilized effectively to implement the goals and objectives of the General Plan.	AQ 1, 4, 9; WQ 1; NR 1-2; OS 1; A1; CC 1-4; R 2; ED 2, LU 1. WW 2; PS 1-2; N 1-2; H 1-2, 6-7
I-Z 16	Initiate a specific study of the MP zoning regulations, including uses permitted, development and performance standards, to ensure that only the highest quality uses be permitted. Certificates of occupancy for new users of existing facilities would be required to ensure compliance with all requirements of the zone.	CC 2; ED 1; LU 1-2, 5
Design Review		
I-DR 1	Evaluate the effectiveness of present design review requirements and procedures in achieving General Plan goals and consider revisions that would strengthen design review as a means to carry out General Plan goals and policies	E 1-2; PS 6
I-DR 2	Expand design review to promote the protection of gateways into the City, view corridors and hillside vistas, in locations not already covered by existing design review requirements.	WQ 2; CC 2
I-DR 3	Enhance design review to better promote the protection of neighborhoods by encouraging architectural and site design that is harmonious with surrounding property in terms of prevailing style and motif.	CC 1-3; HP 1
I-DR 4	Extend design review to cover all developments in the floodplain areas and establish specific standards for these zones to accomplish the Plan's park, drainage and safety goals.	WQ 1-2; WW 2; PS 6
Environmental Review		
I-ER 1	Continue to comply with the provisions of CEQA relative to the City's responsibilities in addressing the impacts of planned development.	AQ 1, 8; WQ 1; E 1; NR 1-2; WW 2; PS 1, 7; T 1; N 1-2



Rec. #	Implementation Measure	Goal #'s
Environmental Review (Continued)		
I-ER 2	Continue to use initial studies to identify potential environmental impacts.	AQ 1, 8; WQ 1; NR 1-2; E 1; OS 1; WW 2; PS 1, 7; T 1; N 1-2
I-ER 3	Continue to use mitigation monitoring programs for EIR's and mitigated negative declarations in order to ensure compliance and completion of mitigation measures required of development and other projects.	AQ 1, 8; WQ 1; NR 1-2; E 1; OS 1; WW 2; PS 1, 7; T 1; N 1-2
I-ER 4	Continue to comment on development projects in the Sphere of Influence and on other projects outside of the City of Riverside that may affect the City.	AQ 1, 8; WQ 1, NR 1-2; E 1; OS 1; WW 2; PS 1, 7; T 1; N 1-2
I-ER 5	Continue to participate in regional and sub-regional environmental planning programs including, but not limited to, the development of coordinated air quality plans, habitat conservation plans, congestion management plans.	AQ 1, 8; WQ 1; NR 1-2; E 1; OS 1; WW 2; PS 1, 7, T 1, N 1-2
Building Permits		
I-BP 1	Continue the current City program of comprehensive review of building permit applications, including the centralized coordination of plan processing through appropriate departments and agencies	HP 1, 3, T 2, N 1; H 4
I-BP 2	Continue and enhance inspection of projects under construction, not only for compliance with structural codes, but also for planning, design review, environmental protection, grading and similar requirements.	AQ 9; E 2-3; HP 1, 3; LU 1; PS 1-2, 8; N 1, H 4, 9
I-BP 3	Continue and enhance current efforts to quickly and efficiently process building permit issuance and inspection, particularly through increased automation and concurrent processing.	ED 1-2; PS 8
I-BP 4	Continue and enhance the cross-training of inspection personnel so inspectors understand the full range of planning and building concerns.	ED 1-2; PS 6; N 1
Development Agreements		
I-DA 1	Continue to use development agreements as appropriate to formalize project commitments regarding development regulations, standards, capital improvements and amenities.	



Exhibit 79: Index of Implementation Measures and Related Goals (Continued)

Rec. #	Implementation Measure	Goal #'s
Redevelopment		
I-R 1	Continue City Redevelopment Agency programs.	CC 2-4; HP 1; CS 1, 3-4; R 1, 3-4; ED 1-3; LU 1, 4-5; PS 6, 8; N 1-2; H 1-2, 6
I-R 2	Strive to eliminate and prevent structural and non-structural blight, and prevent recurring blight in and around project areas.	CC 2-4; R 4; ED 1, 3; LU 1, 5; PS 1-2, 6, 8; N 1-2; H 1-2, 6
I-R 3	Focus redevelopment efforts on areas where private action alone can not remedy development constraints.	AQ 7; CC 3; R 4; ED 1-3; LU 1-2
I-R 4	Beautify and revitalize project areas, enabling the community to further establish the quality of life desired by its citizens and business persons.	AQ 7; CC 2-4; CS 3-4; R 3-4; ED 1-3; LU 1; PS 2, 8; H 9
I-R 5	Promote high quality in new developments as well as in the rehabilitation of existing structures.	E 2; CC 2-4; R 1, 4; ED 1-2; LU 5; PS 6; N 1-2; H 1-2
I-R 6	Upgrade public infrastructure in the Downtown and in redevelopment areas to promote business growth and development.	AQ 7; CC 2, 4; CS 1, R 1, 3, 4; ED 1-3; LU 1, 4-5
I-R 7	Use the design review process to create a more cohesive and unified community by strengthening social and economic linkages and ensuring compatibility between residential, commercial, industrial and recreational land uses within and adjacent to the project areas	AQ 7-8; CC 2, 4; HP 1, CS 1, R 1, 3, 4; ED 1-3; LU 1, 5; H 1-2, 6, 9
I-R 8	Continue to coordinate and cooperate with other public agencies involved in redevelopment to receive the maximum return for redevelopment efforts.	CC 4; CS 1; R 1, 3-4; ED 1-3; LU 1, 5; PS 8; H 3, 6
I-R 9	Encourage and promote property owner participation in the adoption of policies, programs and projects to ensure that redevelopment plans accomplish the goals of both the individual property owners and the City.	CC 3-4, HP 1, CS 1; R 4; ED 1-3; LU 1, 5; H 1, 2
I-R 10	Provide procedural and financial mechanisms by which the Agency can assist, complement and coordinate public and private development, redevelopment, revitalization and enhancement of the community.	CC 4; R 4; ED 1-3; LU 1, 5
I-R 11	Promote and participate in the assembly of property to encourage the redevelopment into appropriate and feasible uses within project areas.	CC 4; R 3-4; ED 1-3; LU 1, 5; T 1

Rec. #	Implementation Measure	Goal #'s
Annexation and Sphere of Influence		
I-AS 1	Develop an annexation strategy in cooperation with Riverside County and the Local Agency Formation Commission (LAFCO) that prioritizes areas for annexation that are contiguous to existing development and can be served by adequate public facilities and services in a timely fashion.	LU 1, 4; WW 1-2
I-AS 2	Review corporate boundaries and facility service areas in conjunction with General Plan amendments and Capital Improvement Program reviews.	WW 1-2
Area Plans		
I-AP 1	Continue to develop and update Area Plans (Community and Specific Plans) as a part of the General Plan, when special concerns of individual communities warrant creating particular planning policies and implementation measures.	AQ 1-2, 4; CC 1-4; HP 1; CS 1, 3-4; R 1-3; ED 1-3; LU 5-6; H 1, 9
I-AP 2	Develop a standard format for all new Community and Specific Plans to enhance their usability and simplify their incorporation within the General Plan Document.	CC 1; ED 1-3; LU 5
Public Investment		
I-PI 1	Include a section in each update of the CIP that relates each program item to General Plan goals and policies.	AQ 1-6, 9; NR 1-2; E 1-3, OS 1; A 1; CC 1, 4; HP 1-3; CS 1-2; R1; ED 3; LU 4; WW 1-2; SD 1; PS 1-5, 7; T 1-4; H 1-2, 7-8
I-PI 2	Resolve that all municipal property acquisitions shall further the goals and policies of the Plan.	R 1-4; PS 1-5, 7; T 1-4; H 1-2, 7-8
I-PI 3	Review the General Plan diagrams, goals and policies prior to purchase of land for public facilities to determine whether the benefits justify the acquisition and whether the purchase of additional would further the goals of the Plan.	CC 1, 4, HP 2-3; CS 4; R 1-4; PS 1-4, 7; T 1-4
I-PI 4	Utilize property tax incentives for preservation of agricultural lands shown Exhibit 43 (<i>Located in the Map Pocket of this Document</i>).	A 1
I-PI 5	Evaluate additional uses of impact and/or linkage fees to offset the costs of drainage, water, wastewater, fire protection, police protection and library services.	CC 1; CS 1, 4; WW 1-2; SD 1; PS 2-3, 7
I-PI 6	Review the timing of impact fee collection to determine if certain fees should be collected at an earlier point in the development process.	AQ 2-5; WW 1-2; SD 1; T 1-4
I-PI 7	Explore and retain existing alternatives for providing lower cost water and electricity for agricultural irrigation, including but not limited to such methods as differential water quality standards and reuse of treated wastewater effluent.	A 1; WW 1-2



Exhibit 79: Index of Implementation Measures and Related Goals (Continued)

Rec. #	Implementation Measure	Goal #'s
Community Involvement		
I-CI 1	Continue to encourage and actively promote citizen participation in the planning process.	AQ 10; CC 1, 3; HP 1-3; CS 1-4; R 1-3; ED 3; SW 2
I-CI 2	Work with the local media to inform the public of and solicit public participation in matters of local and regional concern.	AQ 2-4; CC 1, 2-4; HP 1-3; CS 1-4; R 1-3; ED 3; SW 2
I-CI 3	Continue production of the City newsletter, <i>Riverside Today and Tomorrow</i> , or use some similar general information dissemination medium to promote citizen awareness and to advance General Plan goals and policies	AQ 9; WQ 1; NR 1-2; E 1; OS 1, A 1; CC 1, 2-4; HP 1-3; ED 3; SW 2; CS 1-4; R 1-3; PS 1-4; H 2-3, 5
I-CI 4	Consider creating a City Speakers Bureau composed of City personnel and provide local schools, service agencies and other groups with a listing of General Plan topics on which Speaker Bureau members will make presentations.	AQ 2-4; WQ 1; NR 1-2; E 2; CC 1, 2-4; HP 1-3; CS 1-4; ED 3; SW 1; R 1-3
I-CI 5	Develop a system to keep Board and Committee members aware of the programs of all other Boards and Committees in the City designed to carry out the General Plan's goals and policies	AQ 10; WQ 1; NR 1-2; E 2; CC 1, 2-4; HP 1-3; ED 3; SW 2; CS 1-4; R 1-3
I-CI 6	Continue to use and expand the Community Plan Process as a means of community involvement. The process should concentrate on issues of community identity and enhancement and neighborhood preservation, but may address other General Plan issues as well.	CC 1, 2-4; HP 1-3; ED 3; CS 1-4; R 1-3; SW 2
City Programs		
I-CP 1	Establish a transportation management plan for City employees using the full range of options available to other employers in the community.	AQ 1-6; E 3
I-CP 2	Begin the conversion of City's vehicle fleet to alternative energy sources such as natural gas and/or electricity.	AQ 1-6; E 3
I-CP 3	Investigate the use of renewable energy sources in City buildings.	AQ 1-5; E 3
I-CP 4	Use public improvement projects to achieve desired design for community gateways.	CC 1-2, 4; HP 1, 3
I-CP 5	Explore options for assistance to City employees requiring child care services.	CS 1
I-CP 6	Implement a waste reduction program in City offices to serve as a model for other businesses.	SW 1-2



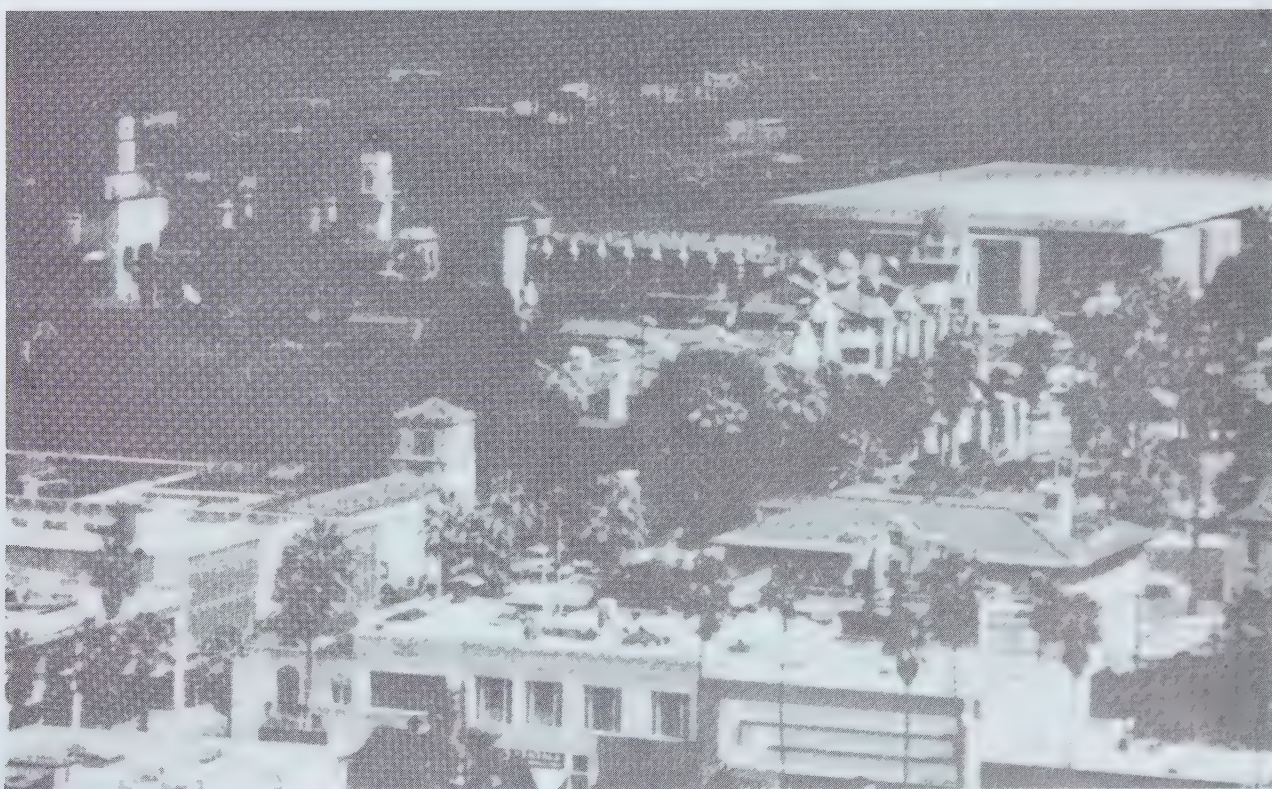
Section IX — Plan Implementation

Exhibit 79: Index of Implementation Measures and Related Goals (Continued)

Rec. #	Implementation Measure	Goal #'s
I-RGP 1	Establish a procedure for processing individual Plan amendment proposals as a group on a quarterly basis.	NR 2; LU 1-6
I-RGP 2	Establish a procedure for the regular but limited review of the General Plan on an annual basis to evaluate implementation progress and to determine if changing conditions make minor adjustments to the Plan desirable.	NR 2; LU 1-6; SW 1



APPENDIX - X



Section X — Appendices



A. Appendix A

1. Glossary¹

Acres, Gross

The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net

The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and floodways.

Affordable Housing

Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than thirty percent of its gross monthly income (GMI) for housing including utilities.

Agriculture

The use of land for production of plant or animal products for domestic, commercial or aesthetic purposes through the cultivation of soil, production of crops or the raising of livestock.

Air Quality Standard

A legal requirement for air quality, usually expressed in terms of a maximum allowable pollutant concentration averaged over a specified interval.

Ambient Noise Level

The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Annex

To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Approach Zone

The air space at each end of a landing strip that defines the glide path or approach path of an aircraft and which should be free from obstruction.

¹ Sources: The California Planning Roundtable. The California General Plan Glossary, 1990, and Earth Metrics, Inc.



Arable

Land capable of being cultivated for farming.

Area Plan

Detailed plan focusing on a subarea of Riverside. Area Plans include specific plans and community plans adopted by the City.

Arterial

Medium-speed (thirty to forty miles per hour), medium-capacity (10,000-35,000 average daily trips) roadway that provides intra-community travel and access to the county-wide highway system. Access to community arterials should be provided at collector roads and local streets, but direct access from parcels to existing arterials is common.

A-weighted Sound Level

The sound pressure level in decibels as measured on a sound level meter using the “A-weighting” filter network. The “A-weighting” filter de-emphasizes very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise. Sound pressure levels weighted using this filter are labeled dBA.

Base Flood

In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

California Environmental Quality Act (CEQA)

A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy for taking action on the proposed project. General Plans require the preparation of a “program EIR.”

CALINE4

A computer program available from the California Air Resources Board. This model predicts carbon monoxide, nitrogen dioxide, particulate, and other inert gaseous pollutant concentrations near a roadway. The program is based on the Gaussian diffusion equation and employs a mixing zone concept to characterize pollutant dispersion over the roadway.

Census Tracts

Geographical divisions of a community used in gathering census information.



Circulation Element

The Circulation Element, which is called the Transportation Element in this document, includes *“the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”* (Government Code Section 65302.(b).)

Clustered Development

Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open space area.

CNEL

Community Noise Equivalent Level. The average equivalent “A-weighted” sound level during a 24-hour day, obtained after addition of 4.77 decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

Collector

Relatively-low speed (twenty-five to thirty miles per hour), relatively-low volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Areas

An area including one or more commercial or residential neighborhoods, sharing similar characteristics of history, access, and design. Community Areas are generally defined so they fully include groups of Census Tracts or Traffic zones in order to simplify data collection and analysis.

Compatible

Capable of existing together without conflict or ill effects.

Condominium

A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP)

A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/housing balance strategies, and capital improvement programming, for the purposes



of controlling and/or reducing the cumulative regional traffic impacts of development.

Conservation

The management of natural resources to prevent waste, destruction, or neglect.

Conservation Element

The Conservation Element provides *“for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other water’s harbors, fisheries, wildlife, minerals, and other natural resources.”* (Government Code Section 6302.(d).)

Critical Facility

Facilities housing or serving many people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities; utility “lifeline” facilities, such as water, electricity, gas supply, and sewage disposal; and communications and transportation facilities.

Customer Travel Incentive

A discount or credit given to customers of large retail centers who use public transportation or ridesharing strategies in travelling to the shopping center.

dB

Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

dBA

The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of twenty dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication

The turning over of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density, Residential

The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan are expressed in units per gross site acre. This includes all of the land that is part of a development site, including street rights-of-way.



Developer

An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Development

The physical extension and/or construction of urban land uses. Development activities include: subdivision of land; construction or alternation of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetative cover (with the exception of agricultural activities). Routine repair and maintenance activities are exempted.

Discretionary Decision

As used in CEQA, an action taken by a governmental agency that calls for the exercise of judgment in deciding whether to approve and/or how to carry out a project.

Dwelling Unit

A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement

Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation

A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the landowner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the landowner may devote the land in the future).

Easement, Scenic

A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.



Endangered Species

A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environmental Impact Report (EIR)

A report required of general plans by the California Environmental quality Act which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Equivalent Energy Level, (Leq.)

The sound level corresponding to a steady-state "A-weighted" sound level containing the same total energy as a time-varying signal over a given sample period. Leq. is typically computed over 1, 8, or 24 hour sample periods.

Erosion

(1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Fault

A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Fees, In lieu of dedication

Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Flood, 100-year

The magnitude of a flood expected to occur on the average every 1200 years, based on historical data. The 100-year flood as a 1/100, or one percent, chance of occurring in any given year.

Floodplain

The land area on either side of the banks of a stream subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodway

The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.



Floor Area Ratio (FAR)

The gross floor area permitted on a site divided by the total area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 square feet of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross square feet of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 square feet of floor area; an FAR of 2.0 would allow 20,000 square feet; and an FAR of 0.5 would allow only 5,000 square feet. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway

A high-speed, high-capacity, limited-access transportation facility serving regional and county-wide travel. Such roads are free of tolls, as contrasted with “turnpikes” or other “toll roads” now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service “E,” they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Gateway

A point along a roadway entering a city or county at which a motorist gains a sense of having left the environs and of having entered the city or county.

Gaussian Diffusion Equation

A standard mathematical model for calculating the dispersal of gases. (See CALINE4)

General Plan Area

The entire area encompassed by the Plan, including the land within the City limits and a portion of the land in the City’s Sphere of Influence.

Goal

Description of a desired state of affairs for the community in the future. They are the broad public purposes toward which policies and programs are directed. Since goals are general statements, more than one set of actions could be taken to achieve each goal. In this Plan, goals are phrased to express the desired results of the Plan; they complete the sentence “Our goal is ...”.

Guidelines

General statements of policy direction around which specific details may be later established.



Habitat

The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material

Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High Occupancy Vehicle (HOV)

Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

Historic, Historical

An historic building or site is one that is noteworthy for its significance in local, state or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

Historic Preservation

The preservation of historically significant structures sites, features or neighborhoods in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Household

All those persons — related or unrelated — who occupy a single housing unit.

Housing Element

The Housing Element identifies and analyzes “*existing and projected housing needs and [states] goals, policies, quantified objective, and scheduled programs for the preservation, improvement, and development of housing. [It identifies] adequate sites for housing, including rental housing, factory built housing, and mobile homes, and [makes] adequate provision for the existing and projected needs of all economic segments of the community.*” (Government Code Section 65583).

Hydrocarbons

A family of compounds containing carbon and hydrogen in various combinations. They are emitted into the atmosphere from manufacturing, storage and handling, or combustion of petroleum products and through natural processes. Certain hydrocarbons interact with nitrogen oxides in the presence of intense sunlight to form photochemical air pollution.



Impact

The effect of any direct man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

Impact Fee

A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce.

Impervious Surface

Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.

Infrastructure

Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Interest, Fee

Entitles a landowner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee

The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open space, or scenic easements. (See “Easement, Conservation,” and “Easement, Scenic.”)

Intermittent Stream

A stream that normally flows after a major rain is dry a large part of the year.

Inversion

A thermal gradient created by warm air situated above cooler air. An inversion suppresses turbulent mixing and thus limits the upward dispersions of polluted air.

Issues

Important unsettled community matters or problems that are identified in a community’s general plan and dealt with by the plan’s goals, policies, and implementation programs.

Land Use Diagram

Graphic representation which designates the proposed general distribution and general location and extent of land use categories in the General Plan area as required by Section 3302(a) of the Government Code.



Landmark

Refers to a building, site object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government.

Landscaping

Planting — including trees, shrubs, and ground covers — suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

Land Use

The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

Land Use Element

The Land Use Element “*designates the proposed general distribution and general location and extent of uses of land for housing, business industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education public buildings, and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land, ... [includes] a statement of the standards of population density and building intensity recommended for various districts and other territory covered by the plan ...*” (Government Code Section 65302.(a)).

Ldn

Day-Night Average Level. The average equivalent “A-weighted” sound level during a 24-hour day, obtained after addition of ten decibels to sound levels in the night after 10:00 p.m. and before 7:00 a.m.

Liquefaction

The transformation of loose water-saturated granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

Lmax

The maximum “A-weighted” noise level recorded during a noise event.

L(n)

The sound pressure level in decibels which is exceeded n% of the time during a given sample period. For example, L10 is the level exceeded ten percent of the time. L(n) values are statistical descriptors of variation in the noise environment. The L10, L50 and L90 are commonly used for this procedure.

Local Agency Formulation Commission (LAFCO)

A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of



cities, annexation to special districts or cities, consolidation of district, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Mass Transit

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Public Transit." (See Transit, Public)

Mineral Resource Zone

Land on which known deposits of commercially viable mineral or aggregate deposits exist. This designation is applied to sites determined by the State Division of Mines and Geology as being a resource of regional significance, and is intended to help maintain the quarrying operations and protect them from encroachment of incompatible land uses.

Mixed-Use

Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

Mixing Zone Concept

The program is based on the Gaussian diffusion equation and employs a concept of mixing ambient air and pollutants to characterize pollutant dispersion over the roadway. (See CALINE4 and/or Gaussian Diffusion Equation)

Mobile Source

A moving vehicle that emits pollutants. Such sources include airplanes, automobiles, trucks, trains, ships, and farm equipment.

Noise

Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation

Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.



Noise Element

The Noise Element identifies and appraises “noise problems in the community ... [recognizes] the guidelines established by the Office of Noise Control in the State Department of Health and Services and [analyzes and quantifies] ... current and projected noise levels for all of the [sources identified by the State].” (Government Code Section 65302.(f).)

Noise Exposure Contours

Lines drawn about a noise source indicating constant energy levels of noise exposure. CNEL and Ldn are the metrics used most often to describe community exposure to noise.

Nonattainment Area

A geographic area designated by the Environmental Protection Agency (EPA) in which violation of at least one National Ambient Air Quality Standard occurs. The South Coast air Basin (SCAB) is a nonattainment area.

Open Space Land

Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Open Space Element

The Open Space Element provides for: “(1) ... the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches lakeshores, banks of rivers and streams, and watershed lands; (2) ... the managed production of resources including, but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of groundwater basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply; (3) ... outdoor space for outdoor recreation including, but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors; (4) ... public health and safety including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection



Section X — Appendices

of water quality and water reservoirs and areas required for the protection and enhancement of air quality.” (Government Code Section 65560.(b).)

Ordinance

A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Overlay

A land use designation on the Land Use Diagram, or zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Ozone Precursor

One of a variety of pollutants that contribute to the formation of O₃ in the atmosphere. O₃ precursors include nitrogen oxides and hydrocarbons, both of which are associated with mobile pollutant sources.

Parcel

A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

Parking Management

An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces; can involve pricing and preferential treatment for HOVs, non-peak users, and short-term users. (See “High Occupancy Vehicle” and “Transportation Demand Management.”)

Peak Hour/Peak Period

For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours’ duration.

Person Work Trips

A vehicle trip generated by the need of a person to travel to work. To reduce the number of person work trips, a person must travel to work fewer days a week or work at home.

Photochemical Smog

The atmospheric condition that results when reactive organic gasses and nitrogen oxides emitted into the atmosphere react in the presence of sunlight to form other pollutants such as O₃.

Policy

Statements of government intent against which individual actions and decisions are evaluated. Policies are phrased as sentences, with the agency



responsible implementing the policy clearly identified. Where appropriate, these policies also include quantifiable objectives which will assist the City in evaluating the effectiveness of implementation efforts.

Pollutant

Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

Pollution

The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

Potable Water

Water suitable for drinking.

Pro Rata

Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Public Safety Element

The Public Safety Element provides “for the protection of the community from any unreasonable risks associated with the effects of seismically reduced surface rupture, groundshaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides, subsidence and other geologic hazards known to the legislative body; flooding; and wildland and urban fires ... [and the] mapping of known seismic and other geologic hazards. [It also addresses] evacuation routes, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.” (government Code Section 65302.(a)).

Rare or Endangered Species

A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Recognize

To officially (or by official action) identify or perceive a given situation.

Recommendations for Implementation

Proposed specific actions which the City of Riverside may choose to take in achieving the goals of the General Plan.



Recycle

The process of extraction and reuse of materials from waste products.

Regional

Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regulation

A rule or order prescribed for managing government.

Residential

Land designated for buildings consisting only of dwelling units. May be improved, vacant, or unimproved. (See “Dwelling Unit.”)

Restore

To renew, rebuild, or reconstruct to a former state.

Restrict

To check, bound, or decrease the range, scope or incidence of a particular condition.

Rezoning

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Ridgeline

A line connecting the highest points along a ridge and separating drainage basins or small-scale drainage systems from one another.

Right-of-Way

A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, railroads, and utility lines.

Runoff

That portion of rain or snow that does not percolate into the ground and is discharged into streams instead.

Scenic Highway Corridor

The area outside a highway right-of-way that is generally visible to persons travelling on the highway.

Scenic Highway/Scenic Route

A highway, road, drive, or street that, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made



scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest.

Sensitive Receptor

Any place or living thing therein whose comfort, health, or well being may be impaired by pollution. Sensitive receptors may include residences, churches, hospitals, schools, and other public areas.

Sign

Any representation (written or pictorial) used to convey information, or to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or man-made landscape.

Significant Effect

A beneficial or detrimental impact on the environment. May include, but is not limited to, significant changes in an area's air, water, and land resources.

Single Event Noise Exposure Level (SENEL)

The level of noise accumulated during a single noise event, such as an aircraft overflight, with reference to a duration of one second. More specifically, it is the level of the time-integrated "A-weighted" squared sound pressure for a stated time interval or event, based on the reference pressure of twenty micropascals and a reference duration of one second. Also described as Sound Exposure Level (SEL).

Site

A parcel of land used or intended for one use or a group of uses and having frontage on a public or an approved private street.

Slope

Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

Soil

The unconsolidated material on the immediate surface of the earth created by natural forces that serves as natural medium for growing land plants.

Solar Access

The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within forty-five degrees of true south.

Solid Waste

General category that includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood.



Specific Plan

Under Article 8 of the Government code (§65450) et seq.), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

Sphere of Influence

The probable ultimate physical boundaries and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCO) of the County.

Standards

(1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions — for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stationary Source

A source of pollutants which is immobile. Such sources include industrial complexes, power plants, and individual heating units.

Storm Runoff

Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Subdivision

The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

Subsidize

To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Telecommuting

A process by which employees are able to work at home or at a neighborhood location via telephone and/or computer linkages with distant locations.



Traffic Zones

Geographical boundaries established to evaluate movement of vehicular traffic.

Transit, Public

A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.” (See Mass Transit)

Transportation Demand Management (TDM)

A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number of carpools, vanpools, buses and trains, walking, and biking.

Transportation Element

The Transportation Element, also called the Circulation Element, includes *“the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”* (Government code Section 65302.(b)).

Transportation Management Association

Associations of large employers and developers that assess the coordination, development and effectiveness of trip reduction plans.

Trees, Heritage

Trees planted by a group of citizens or by the City or County in commemoration of an event or in memory of a person figuring significantly in history.

Trees, Landmark

Trees whose size, visual impact, or association with a historically significant structure or event have led the City or County to designate them as landmarks.

Trees, Street

Trees strategically planted — usually in parkway strips, medians, or along streets — to enhance the visual quality of a street.

Trip

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end,” (or origin — often from home, but not always), and one “attraction end.” (destination).



Trip Generation

The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Undevelopable

Specific areas where topographic, geologic, and/or surface soil conditions indicate a significant danger to future occupants and a liability to the City or County are designated as “undevelopable” by the City or County.

Urban Design

The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

URBEMIS3

A software model available from the California Air Resources Board. This model estimates carbon monoxide, total hydrocarbon, and nitrogen oxide emissions from motor vehicular traffic associated with new or modified land uses.

Use

The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the zoning ordinance and General Plan land use categories.

Vacant

Lands or buildings that are not actively used for any purpose.

Vehicle Work Trips

A vehicle trip generated by the need of individuals to travel to a common location. Vehicle work trips can be reduced by ridesharing, vanpooling, and the use of public transportation, foot travel, or bicycles.

Videoconferencing

The ability to have conferences between two or more parties at distant locations via telephone and video linkages.

View Corridor

The line of sight — identified as to height, width, and distance — of an observer looking toward an object of significance to the community (e.g.



ridgeline, river, historic building, etc.); the route that directs the viewers attention.

Watercourse

Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include man-made channels, ditches, and underground drainage and sewage systems.

Zoning

The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and sized restrictions for buildings within these areas; program that implements policies of the General Plan.



B. Appendix B (Under separate cover.)

- 1. Housing***
 - a. 1989 Housing Element
 - b. 1992 Housing Element Update

C. Appendix C (Under separate cover.)

- 1. Air Quality Element Materials***
 - a. References
 - b. Checklist of Air Quality Element Conformance
 - c. Nature and Source of Pollutants
 - d. Table 1 Ambient Air Quality Standards
 - e. Table 2 Violation of Air Pollution Standards
 - f. Table 3 Emission Burden for Riverside County

D. Appendix D (Under separate cover.)

- 1. Noise Element Materials***
 - a. Bibliography for Noise Element
 - b. Sound Monitoring Locations
 - c. California Title 24 Standards
 - d. Noise Ordinance Limit Values Recommended by the California Office of Noise Control
 - e. Noise Mitigation Measures
 - f. Noise Technical Materials

E. Appendix E (Under separate cover.)

- 1. Reports and Memos from Plan Preparation***
 - a. Population Projections
 - b. Employment Projections
 - c. SCAG Traffic Analysis
 - d. Legislative Mandate

F. Appendix F (Under separate cover.)

- 1. Area Plan Support Materials***
 - a. Arlanza/LaSierra
 - b. Arlington
 - c. Arlington Heights



- d. Casa Blanca
- e. Downtown
- f. Eastside
- g. University

G. *Appendix G (Under separate cover.)*

1. *Hazardous Waste Management Plan*



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